

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: YOUTH & EDUCATION

COMMITTEE VOTE: 7 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 37 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Crossing Guards

WHEREAS: In light of recent vehicular accidents at Spruce Street School, it became clear that it is necessary to have crossing guards at all CB1 schools especially for Spruce Street and Peck Slip schools; and

WHEREAS: There are currently are vacant crossing guard positions in CB1; and

WHEREAS: Crossing guard positions should be assigned to the Police Department School Safety Unit; and

WHEREAS: Crossing guards should be full-time employees with all benefits and assigned to other safety duties at the schools when crossing guards are not on active duty; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 requests that school crossing guards be assigned to Spruce Street and Peck Slip schools and to all other schools in the district.

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 8 In Favor 0 Opposed 1 Abstained 0 Recused
BOARD VOTE: 32 In Favor 0 Opposed 2 Abstained 0 Recused

RE: Buildings 111, 112 and 114, Governors Island, landscape revisions,
conversion of windows to doors and exterior installation of mechanical
equipment

WHEREAS: This application calls for these three buildings at the northern end of the
Governors Island Historic District to be incorporated into a spa operated
by a private lessee, and

WHEREAS: Essentially, the many components of this application boil down to
cleaning the façades, new window installations, handicapped accessibility
lift installations, and the construction of two large pools and enormous
fences, and

WHEREAS: Most of the interventions are unobjectionable, and

WHEREAS: The Landmarks Preservation Commission needs much more information
about the nature and composition of the swimming pools than was
presented to the Community Board, and

WHEREAS: The 6 1/2 foot tall chain link fence proposed around the pools and the
other fences proposed elsewhere are cause for concern, and more
information is necessary, and

WHEREAS: The landscaping was not specified and needs to be, and

WHEREAS: The existing electrical boxes adjacent to but not part of the property
should be screened as part of the landscaping program, and

WHEREAS: One feature of the Governors Island Historic District is its openness, and
the gradual fencing-in of buildings is a tendency that needs monitoring,
now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends that the Landmarks Preservation Commission approve
this application with the exception of the fences, at least as presented.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: LANDMARKS

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

RE: 178 Church Street, application for storefront replacement

WHEREAS: The application is to a retail unit – being one of four small retail units on the Church Street side of the building, and

WHEREAS: The building is 33a two-story – non-contributing building in the Tribeca South Historic District, and

WHEREAS: The proposal is to remove the existing roll-down gate and awning, and

WHEREAS: The existing store front will be removed and replaced with a fixed anodized aluminum base with clear glass operable windows above, and

WHEREAS: The existing clear glass door with clear glass transom will remain, and

WHEREAS: The Committee confirmed that the application did not incorporate any exterior signage, exterior lighting, or canopy, now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends the Landmark Preservation Commission approve the application.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: LANDMARKS

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

RE: Support for 2015 Borough Board/Community Board Resolution
 Recognizing the 50th Anniversary of the NYC Landmarks Law and Value
 of Preservation

THEREFORE

BE IT

RESOLVED

THAT: CB 1 supports the attached resolution in support of Recognizing the 50th
 Anniversary of the NYC Landmarks Law and Value of Preservation.

2015 Borough Board/Community Board Resolution Recognizing the 50th Anniversary of the NYC Landmarks Law and Value of Preservation

Whereas: In 1965 elected officials signed The New York City Landmarks Law mandating the protection of historic resources as part of a comprehensive urban planning process and a “public necessity” that is “required in the interest of the health, prosperity, safety and welfare of the people,” and

Whereas: The legitimacy of this process and its public purpose has been upheld by the U.S. Supreme Court, and

Whereas: The Landmarks Law outlines the many reasons for establishing a means to designate and protect buildings and neighborhoods, including fostering civic pride, protecting and enhancing attractions, stimulating tourism and other businesses and overall, strengthening the economy of the city, and

Whereas: The New York Landmarks Preservation Commission has a 50-year record of review and approval of alterations to individual landmarks or buildings located within historic districts, and half of a century later, preservation continues to serve New Yorkers by helping to create a vibrant, livable city, and

Whereas: Preservation Stabilizes Diverse Communities. New York City is not a single monolithic entity but rather a great consolidation of neighborhoods. Preserving the character of those neighborhoods creates stability for the many diverse identities of New York and allows them to flourish without being lost, and

Whereas: Preservation Preserves Affordable Housing. Landmarks and buildings in the city’s historic districts in all five boroughs provide protections against demolition, which in turn save hundreds of existing units subject to rent regulation, and

Whereas: Preservation Promotes Investment, Economic Development and Good Jobs. Preservation encourages investment in real estate while

stabilizing property values and strengthening the city's tax base. It helps create and protect local jobs in the conservation, reconstruction, manufacturing, film and television, tourism, hospitality and other related industries.

Whereas: Preservation is Sustainable. The greenest building is the one already built. Most old buildings were designed with a sophistication of thought rather than a sophistication of technology, which, in terms of climate control and energy usage, integrates them with the environment in a way that most new buildings do not. Furthermore, repairing, rehabilitating and re-using buildings and materials saves money, fuel and energy without the waste, debris, noise and truck traffic that new construction generates when it involves the demolition of an existing building.

Whereas: The New York Times declared that preservation is an "environmental necessity" on the occasion of the a 50th Anniversary New York City Landmarks Law and the Landmarks Preservation Commission in April 2015, now

Therefore be it resolved that: This community board celebrates the 50th Anniversary of the Landmarks law in 2015 and the ongoing value of our community's distinctive character, landmarks and built heritage, and

Be it further resolved that: We urge elected officials and citizens throughout the city to support and defend the New York City Landmarks Law, a strong Landmarks Preservation Commission and the distinctive landmarks in our community, both those that are officially designated and those that are currently unprotected.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 7 In Favor 0 Opposed 0 Abstained 1 Recused
BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 1 Recused

RE: 13 Worth Street, application for rooftop addition

WHEREAS: The application is to re-approve an application approved by CB1 and LPC in 2008, and

WHEREAS: The permit was allowed to lapse requiring a new application, and

WHEREAS: The new application has reduced visibility over the original application, and

WHEREAS: The original application is attached, and

WHEREAS: Two members of the Committee felt the design was too reminiscent of the neighborhood's industrial past and lacked finesse in the now residential neighborhood, now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends the Landmark Preservation Commission approve the application.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: APRIL 22, 2008

COMMITTEE OF ORIGIN: LANDMARKS

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

RE: 13 Worth Street, LPC application for rooftop addition

WHEREAS: The application is to build a one-story, 8-foot rooftop addition in the Tribeca West Historic District, and

WHEREAS: The applicant's architect is known to the committee for presenting appropriate, contextual designs with this design being of minimal impact and sensitive use of ribbed aluminum and clear glass materials, and

WHEREAS: The addition is only visible from the east because of the vacant lot. The exterior building height of the addition is 11 feet to 13 feet above the sloped roofline. The interior building height is built to the minimum internal height of 8 feet allowed by code, and

WHEREAS: The applicant intends to remove the highly visible boiler flu, and

WHEREAS: The Committee noted that the once the vacant lot is developed, the addition would not be visible and commended the applicant and architect for a sensitive, appropriate and contextual design and clear presentation, now

THEREFORE
BE IT
RESOLVED

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

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: PLANNING

COMMITTEE VOTE: 13 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 34 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 9/11 Memorial & Museum

WHEREAS: The National 9/11 Memorial Museum (Museum) had its dedication opening last year on May 15, 2014, was opened to the public on May 21, 2014 and has had roughly three million visitors; and

WHEREAS: The Museum is critical in telling the story of what happened on that tragic day during the terrorist attacks on 9/11/2001 and immediately afterwards; and

WHEREAS: The Museum considers education to be a key priority; and

WHEREAS: The exhibit on the personal impact to responders, workers, residents and students is very limited. Since the display was created, much has been learned scientifically regarding personal impact and health effects; and

WHEREAS: There is a common misconception that only workers, tourists and responders were impacted by 9/11 and that few, if any, residents lived in the area at the time; and

WHEREAS: On June 3, 2015, the WTC Scientific Technical Advisory Committee visited the Museum and it included a visit to the display on the environmental health impacts due to September 11 and afterwards. There was positive discussion between the doctors and the Memorial staff about collaborating to improve the outdated display and the medical experts offered to provide assistance to update the display; now

**THEREFORE
BE IT
RESOLVED**

THAT: CB1 urges that the Museum continue to work with the scientific medical community and relevant stakeholders to strengthen the environmental health portion of the display in order to accurately reflect and honor the personal sacrifices that individuals made during the recovery and rebuilding process.

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: PLANNING

COMMITTEE VOTE: 13 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 34 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Performing Arts Center World Trade Center

- WHEREAS: Community Board 1 reiterates its position in numerous resolutions (September 2002, January 2003, July 2003, February 2004, April 2004, July 2005, September 2005, November 2005, December 2005, March 2006, April 2006, May 2006, September 2006, October 2006, March 2007, November 2009 and September 2010) as well as a testimony in October 2009, supporting the goal of redeveloping the World Trade Center (WTC) site in a manner that is compatible with the development of a vibrant economy and a livable and dynamic mixed-use community; and
- WHEREAS: A Master Plan was established for rebuilding Lower Manhattan after the 9/11/2001 terrorist attacks following a lengthy public planning process; and
- WHEREAS: There has always been a clear consensus that the development of significant and varied cultural facilities is essential to the successful revitalization of the WTC site and Lower Manhattan; and
- WHEREAS: The Performing Arts Center World Trade Center (PACWTC) is a key element of the Master Plan established for rebuilding Lower Manhattan following a lengthy public planning process and is essential to the revitalization of Lower Manhattan; and
- WHEREAS: CB1's FY 2016 District Needs Statement references the PACWTC stating, "We strongly support creation of the WTC Performing Arts Center (PAC) at site 1B on the WTC site. \$100 million was allocated for the project by Lower Manhattan Development Corporation (LMDC), which would create construction and long term jobs, and promote the economic revitalization of the neighborhood;" and
- WHEREAS: CB1 continues to be concerned about reported plans to use the site of the PACWTC (site 1B) as a staging center for the construction of WTC2 and WTC3 and other uses unrelated to the PAC, after the temporary PATH entrance on Vesey Street is disassembled; and

WHEREAS: According to the Port Authority of New York and New Jersey (PANYNJ), the temporary PATH station is being disassembled late summer or early fall 2015 so that the northern portion of the VSC and its helix which contain infrastructure for the PACWTC can be completed. At that point the VSC and its helix which would include structural features for the PACWTC will be completed by mid-2016 after which Site 1B will become available to the PACWTC within approximately six months; now

**THEREFORE
BE IT
RESOLVED**

THAT: CB1 urges the Lower Manhattan Development Corporation (LMDC) to pass the sub-recipient agreement; and

**BE IT
FURTHER
RESOLVED**

THAT: CB1 strongly believes that completion of the PACWTC -- which is the only cultural enhancement planned for the WTC site as a result of the elimination of the Cultural Center originally planned for the site under the Master Plan -- is essential to the success of the Master Plan and the revitalization of Lower Manhattan; and

**BE IT
FURTHER
RESOLVED**

THAT: CB1 urgently requests that the State of New York, The City of New York, the PANYNJ, the LMDC and other involved public and private agencies work together towards a rapid resolution to any outstanding issues to allow for a seamless transition of site 1B to the PACWTC after the disassembly of the temporary PATH entrance; and

**BE IT
FURTHER
RESOLVED**

THAT: CB1 urgently requests that The City of New York, PANYNJ and other involved public and private agencies involved in the reconstruction of the WTC site respect the very strong desire of the community to see that the PACWTC is built in a timely manner.

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: PLANNING

COMMITTEE VOTE: 14 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 35 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 9/11 Legislation

WHEREAS: On 4/14/2015, H.R. 1786 (James Zadroga 9/11 Health and Compensation Reauthorization Act) was introduced in the U.S. House of Representatives; and

WHEREAS: This legislation amends the Public Health Service Act to extend the World Trade Center (WTC) Health Program Fund indefinitely and index appropriations to the medical care component of the consumer price index for urban consumers; and

WHEREAS: The legislation also makes funding available for a quality assurance program for services delivered by health care providers, the WTC Program annual report, WTC Health Program Steering Committees, and contracts with Clinical Centers of Excellence; and

WHEREAS: Additionally, the Air Transportation Safety and System Stabilization Act would be amended to make individuals (or relatives of deceased individuals) who were injured or killed in the rescue and recovery efforts after the aircraft crashes of September 11, 2001, eligible for compensation under the September 11th Victim Compensation Fund of 2001; and

WHEREAS: The legislation would also allow individuals to file claims for compensation under the September 11th Victim Compensation Fund of 2001 any time after regulations are updated based on the James Zadroga 9/11 Health and Compensation Act of 2010, and also removes the cap on payments under the September 11th Victim Compensation Fund of 2001; and

WHEREAS: Finally, this legislation would add the September 11th Victim Compensation Fund and World Trade Center Health Program Fund to the list of accounts that are not subject to budget sequestration; and

WHEREAS: CB 1 has had a long history of advocacy for the James Zadroga 9/11 Health Program; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 supports H.R. 1786 (James Zadroga 9/11 Health and Compensation Reauthorization Act).

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

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

RE: The area in Community District 1 bound by Park Row at the West, Avenue of The Finest at the North, Frankfort/Dover Street at the South and South Street to the East and intersected by the Brooklyn Bridge and specifically including Red Brick Park and Brooklyn Banks and Drumgoole Plaza

WHEREAS: All of the above-mentioned areas are presently vacant, temporarily closed to the public or used by various city agencies and contractors for miscellaneous storage and parking purposes; and

WHEREAS: In January 2010 The New York City Department of Transportation (NYC DOT) commenced an approximately 4-year long rehabilitation and painting project of the Brooklyn Bridge in these areas. The project will now have taken 6 years to complete; and

WHEREAS: In May 2010 NYC DOT announced that work would commence in the areas known as Red Brick Park and Brooklyn Banks (between Pearl Street and Park Row on the North Side of the Manhattan approach to the Brooklyn Bridge) and that DOT expects to reinstate partial access to these public parks after a 4-6 month period of overhead paint work is completed; and

WHEREAS: Despite over 4 years of construction, a majority of the existing Red Brick Park and Brooklyn Banks facilities (including benches, trees, skating areas, basketball courts, shuffleboard courts and open spaces) are in very good condition; and

WHEREAS: Today, the areas known as Red Brick Park and Brooklyn Banks totaling approximately 21,000 square feet remain closed; and

WHEREAS: The area known as Drumgoole Plaza is approximately 4,000 square feet and also remains closed; and

WHEREAS: The vacant fireproof buildings beneath the Brooklyn Bridge are approximately 40,000 square feet; and

WHEREAS: The easternmost area beneath the Brooklyn Bridge bound by Robert Wagner Sr. Place, Dover Street and South Street is 16,000 square feet of open space being used for storage and staging; and

WHEREAS: The east side of Community District 1 lacks many New York City Parks Department facilities such as skate & BMX parks, sports fields, summer films, art in parks; and

WHEREAS: The total built square foot area (see attached site plan) of the combined areas mentioned above is approximately 80,000 square feet; and

WHEREAS: The Brooklyn Bridge Rehabilitation Project is expected to be completed by April 2016, and space under the Brooklyn Bridge will begin to be turned back over from NYC DOT in 6 months; and

WHEREAS: The New York City Police Department will determine future access of some areas under the Brooklyn Bridge, such as Red Brick Park, upon completion of the project; now

THEREFORE

BE IT

RESOLVED

THAT:

Community Board 1 requests that space under the Brooklyn Bridge, specifically including Red Brick Park, Brooklyn Banks and Drumgoole Plaza be returned to the public as soon as possible as the rehabilitation project is completed; and

BE IT

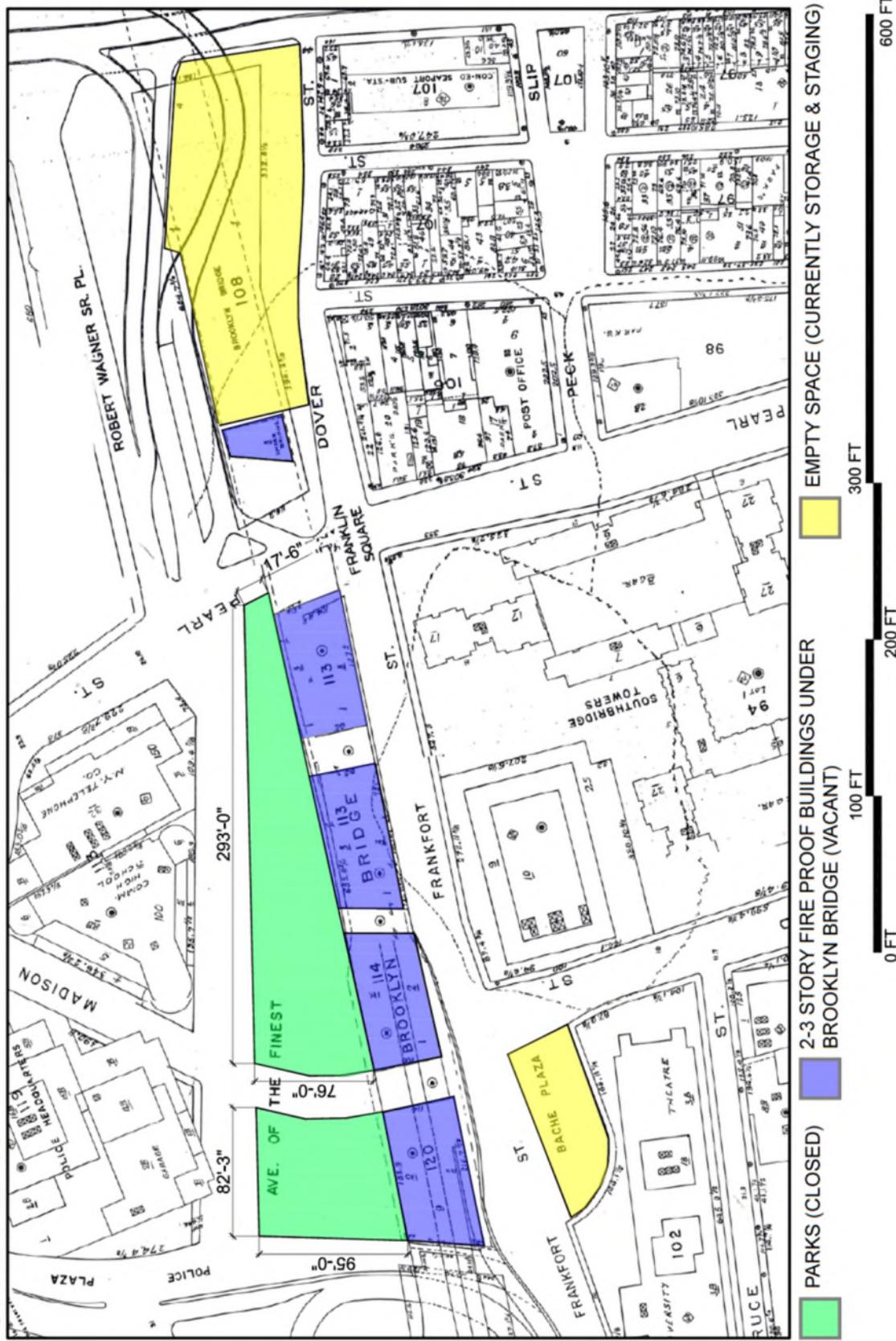
FURTHER

RESOLVED

THAT:

CB1 further requests that these spaces be designated as permanent public open and active recreation spaces, and that these newly re-opened public spaces be maximized for connectivity to and from the Seaport area.

SITE PLAN



COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 23, 2015

COMMITTEES OF ORIGIN: YOUTH AND EDUCATION AND
SEAPORT/CIVIC CENTER

Youth

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused

Seaport/Civic Center

COMMITTEE VOTE: 7 In Favor 0 Opposed 0 Abstained 0 Recused

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

RE: Traffic Safety Concerns – Peck Slip PS 343 (corner of Pearl Street & Peck Slip)

WHEREAS: Community Board 1 was presented with concerns about pedestrian safety due to the increased number (500-700) of children and parents walking to the New Peck Slip PS343 in September 2015 and the measures requiring review in order to address these safety issues; and

WHEREAS: It was discussed that a meeting held with the NYC Department of Transportation (DOT) in February 2015 resulted in DOT suggesting that the DOT School Safety Unit will conduct a survey of the 2-3 block area to identify the need for enhanced crosswalks and markings, school/pedestrian signage, and other safety measures for the school. The surveys will be conducted ahead of the school opening with the intention to install measures before the opening of the school (i.e. Beekman St./Front St. and Beekman St./Water St. requires a real stop sign and/or traffic light). The exact timing to be confirmed; and

WHEREAS: The traffic devices and signal timing at intersections at Pearl St./Peck Slip, Pearl St./Beekman and intersections at Water St./Fulton St., Beekman St./Water St. will be re-evaluated, signals added and/or re-timed as necessary to accommodate the increase in school pedestrian traffic as required. The re-timing will be done during the first week of school opening to properly reflect crossing patterns. The Peck Slip PTA and Principal would like to see temporary measures put into place between the school opening and the re-timing of the lights to address the safety concerns that may result in the new crossing patterns until the timing of the lights is corrected; and

WHEREAS: A traffic control warrant study will be in place once the school opens to evaluate the need for the installation of a new traffic signal at the intersection of Peck Slip/Pearl St. The Peck Slip PTA and Principal if it is understood correctly through discussions with the DOT that the traffic controls reflect a traffic study conducted 3-4 years ago; it is requested that a warrant study be completed based on forecasted pedestrian traffic and patterns prior to the school opening to reduce and/or eliminate the inherent risk of a changed environment and traffic patterns be present with an additional 500 students and their parents utilizing the traffic grid in question; and

WHEREAS: It was discussed and suggested that Peck Slip remains as a one way street in the westerly direction even after the completion of the Peck Slip School construction, and that the narrowed street due to the current construction zone be retained as a sidewalk or island for drop off/pick up and student assembly area; and

WHEREAS: There will be an additional 180 Pre-K students due to the citywide “Universal Pre-K” program attending the school in addition to the estimated 320 Peck Slip (P.S. 343)-enrolled students and request that Peck Slip between Pearl Street and Water Street is temporarily closed between the hours of 7:30am- 9:30am and 2:30pm – 3:30pm in order to address logistics and safety associated with drop off and the picking up of students including the decanting of students from school buses; and

WHEREAS: The communication between the Peck Slip Principal (Maggie Siena) and the NYPD resulted in a site walk around the area in question and agreement for the requirement of a crossing guard; it is requested that a physical presence of the NYPD be visible during the initial weeks of school; and

WHEREAS: It was discussed that the traffic patterns and flows from the parking lot on Peck Slip be analyzed for safety concerns and may potentially require the entrance/exit to be repositioned; and

WHEREAS: It was discussed that the traffic flow and visibility at the corners of Peck Slip/Pearl Street and Peck Slip/Water Street are of grave concern, with the hope that DOT could study increasing view corridors at the corners and reducing traffic speed at the intersections, perhaps by limiting parking or other obstructions at the corners; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 urges DOT to confirm timing and execute on all the traffic analysis, studies, strategies and controls as noted above and put these into place prior to the opening of the school in September 2015, and

BE IT

FURTHER

RESOLVED

THAT: CB1 urges DOT to conduct a warrant study and/or provide traffic controls between the openings of the school in September 2015 and the time either the results and/or the signals are installed, and

BE IT

FURTHER

RESOLVED

THAT: CB1 urges DOT that the Peck Slip Street remains in perpetuity as a one way street in the westerly direction, and

BE IT
FURTHER
RESOLVED

THAT

CB1 requests an urgent meeting with DOT to explore all possible safety solutions prior to the opening of the Peck Street School, and if no such alternatives are found, CB 1 requests that Peck Slip between Water and Beekman Streets and Water Street between Peck Slip and Pearl Street be temporarily closed between the hours of 7:30am - 9:00am and 2:30pm – 3:30pm and that a Stop sign be added at Water and Beekman Streets, and

BE IT
FURTHER
RESOLVED

THAT:

CB1 urges DOT and the Department of Education to work together to find a space on the exterior of the Peck Street School for students to gather for drop off, pick up and emergencies, and

BE IT
FURTHER
RESOLVED

THAT:

CB1 urges the NYPD to provide crossing guard(s) and physical presence at peak hours for traffic control.

BE IT
FURTHER
RESOLVED

THAT:

CB1 urges the DOT in conjunction with the NYPD to review the operational parking lot across from the school with respect to traffic flows, patterns and safety associated with vehicles entering and exiting on to Peck Slip and respond with a recommendation to either retain the current entrance/exit/reposition or implement other controls to maintain safety, and

BE IT
FURTHER
RESOLVED

THAT:

CB1 urges the DOT to study traffic flow and visibility at the corners of Peck Slip/Pearl Street and Peck Slip/Water Street with the purpose of increasing view corridors at the aforementioned corners and reducing traffic speed at the intersections, perhaps by limiting parking or other obstructions.

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: BATTERY PARK CITY

COMMITTEE VOTE: 9 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 36 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Pedestrian and Bicyclist Safety Adjacent to North Cove

WHEREAS: The bike path along Route 9A, the West Side Highway, has been under construction for over three years and will not be completed until sometime in 2016, thereby forcing bicyclists to use the area behind the Winter Garden and the North Cove to connect back to the bike path near the Goldman Sachs Building at 200 West Street; and

WHEREAS: The successful advent of the CitiBike bike sharing program has now greatly increased bicycle traffic, adding many bicyclists with limited experience in an urban setting to our city, and

WHEREAS: The population of lower Manhattan residents has grown by approximately 120% in the past decade, greatly adding to our number of pedestrians; and

WHEREAS: The opening of the World Trade Center Memorial Site, September 11th Museum, The One World Observatory, Brookfield Place, Le District, and Hudson Eats have driven up tourist foot traffic near North Cove to unprecedented levels; and

WHEREAS: Many of these tourists and some of these Manhattan residents are unaware of the need for bicyclists to share the space near North Cove in order to transit from south BPC to north BPC and the bike lanes that begin at 200 West Street, and

WHEREAS: The current signage, which consists of faded white markers with bike silhouettes painted on the ground, is decidedly inadequate for informing a burgeoning population of pedestrians about the presence of bicyclists; and

WHEREAS: Pedestrians should always have the right of way; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 respectfully calls on the responsible parties, including the NY State Department of Transportation, Battery Park City Authority, Brookfield Properties and our elected officials, to work to create better, safer signage for both bicyclists and pedestrians in the area adjacent to North Cove and Brookfield Place. This signage should be three dimensional, as it is in other areas along the Hudson River Esplanade north and south of North Cove, as well as painted more visibly

on the ground with a clearly painted bike lane as we see in other areas of the city; and

BE IT
FURTHER
RESOLVED

THAT: Signage should be improved the entire length of the BPC Esplanade (from Wagner Park to Stuyvesant High School); and

BE IT
FURTHER
RESOLVED

THAT: The Liberty Street Ramp should be included in this signage program to ensure that pedestrians and cyclists respect each other's use; and

BE IT
FURTHER
RESOLVED

THAT: CB1 calls upon the NY State Department of Transportation, Battery Park City Authority and Brookfield Properties to work together to accelerate the opening of the West Street pedestrian and bike paths to take pressure off the limited space on the Esplanade; and

BE IT
FURTHER
RESOLVED

THAT: CB1 calls upon the NY State Department of Transportation, Battery Park City Authority and Brookfield Properties to work together to conduct enforcement to ensure safety of all bicyclists and pedestrians on the bike path.

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	10	In Favor	0	Opposed	0	Abstained	0	Recused
PUBLIC VOTE:	1	In Favor	0	Opposed	0	Abstained	0	Recused
BOARD VOTE:	36	In Favor	1	Opposed	0	Abstained	0	Recused

RE: Use of Building 110, 112 and 114 on Governors Island by QC Terme for a Day Spa

WHEREAS: The Trust for Governors Island has entered into a long term lease with QC Terme, a developer and tenant, for the redevelopment of Buildings 110, 112 and 114 to reuse these historic buildings and their surrounding landscape for a destination day spa within the Governors Island Historic District that will be open to the public, and

WHEREAS: The QC Terme spa project involves the investment of tens of millions of dollars in renovation costs for the three buildings within the Historic District, and

WHEREAS: When open, the spa complex will offer leisure facilities to the public at reasonable costs and will provide such public amenities as a cafe and restaurant, and

WHEREAS: The spa will increase visitorship to the island, is a complementary use to the Island's other existing public uses, and will encourage commercial redevelopment of other buildings in the Historic District, and

WHEREAS: Section 134-11 of the Special Governors Island Zoning District requires that the applicant submit a written description of any use larger than 7,500 square feet in floor area to the local Community Board and the local Community Board shall have the opportunity to respond to such submission with written comments within forty-five (45) days of receipt of the submission, and

WHEREAS: The General Purposes of the Special Governors Island Zoning District as established in Section 134-00 include:
"to promote public use and enjoyment of the island as a recreational destination that draws upon its location in New York Harbor with singular views and natural beauty..."
"to preserve historic buildings in the historic district...for appropriate commercial uses."
"to facilitate commercial uses", and
"to promote the most desirable use of land and thus conserve the values of land and buildings, and thereby protect the City's tax revenues"

WHEREAS: Community Board has reviewed the application and finds that use of Buildings 110, 112 and 114 by QC Terme for a day spa will promote the goals of the Special Governors Island District, complement existing uses within the special district, and be compatible with the nature, scale and character of other uses within the special district, now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 has no objection to and encourages occupancy of Building 110, 112 and 114 on Governors Island by QC Terme for use as a day spa.

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	10	In Favor	0	Opposed	0	Abstained	0	Recused
PUBLIC MEMBERS:	1	In Favor	0	Opposed	0	Abstained	0	Recused
BOARD VOTE:	20	In Favor	16	Opposed	1	Abstained	0	Recused

RE: 2 Rector Street, application for minor modification of the rooftop recreation space requirements of Section 15-12 of the Zoning Resolution

WHEREAS: 2 Rector Street (NY), LLC has applied to the Department of City Planning requesting the Chairperson of the City Planning Commission's certification to allow modification of the open space equivalent requirement of the New York City Zoning Resolution to facilitate the conversion of 2 Rector Street to a mixed use commercial and residential building; and

WHEREAS: The Project Site is located at the southern end of the block bounded by Rector Street to the south, Greenwich Street to the west, Thames Street to the north, and Trinity Place to the east. It is an irregular lot with frontages of approximately 118 feet 8½ inches on Rector Street, 133 feet 9 inches on Greenwich Street, and 142 feet on Trinity Place and a lot area of approximately 17,626 square feet. The Project Site is a single zoning lot and comprises the entire Project Area. It is located in a C5-5(LM) zoning district; and

WHEREAS: Currently, 2 Rector Street is a 26-story Building, which is currently occupied by retail uses on the ground floor and commercial office uses above. The Building is U-shaped, creating an interior court on the northern portion of the Project Site. It also contains a covered open area along Rector Street, which provides additional pedestrian circulation space adjacent to the street's narrow sidewalks and provides direct access to the Building's office lobby. The Building contains approximately 380,674 square feet of existing floor area; and

WHEREAS: The New York City zoning resolution requires that 50% (8,813 sq ft) of the gross roof area (17,626 sq ft) of the building must be accessible to all building occupants for recreational use. Except for the mezzanine roof, all other portions of the Building's roofs would be occupied entirely by mechanical equipment serving the residential use or would not be safely or reasonably accessible and therefore would be unsuited for use as open space; and

WHEREAS: The Building will satisfy the open space requirement by providing 1,243 square feet of open space on the mezzanine roof as well as approximately 2,447 square feet of interior amenity space on the mezzanine level. The rooftop open space would be improved with landscaping and seating to enhance the open space experience for residents; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends that the Chairperson of the City Planning Commission certify approval of a minor modification of the rooftop recreation space requirement set forth in Section 15-12 of the New York City Zoning Resolution to facilitate conversion of 2 Rector Street to mixed use commercial and residential use.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	10	In Favor	0	Opposed	0	Abstained	0	Recused
PUBLIC VOTE:	1	In Favor	0	Opposed	0	Abstained	0	Recused
BOARD VOTE:	27	In Favor	0	Opposed	10	Abstained	0	Recused

RE: 180 Maiden Lane, Maiden Lane Hospitality Group LLC, d/b/a MLHG

WHEREAS: The applicant, Maiden Lane Hospitality Group, LLC applied for a restaurant/catering facility liquor license for 180 Maiden Lane; and

WHEREAS: The square footage of the establishment is 20,000; and

WHEREAS: There will be live, recorded and DJ music; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license or cabaret license; and

WHEREAS: The applicant has stated 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 stated that there are no establishments with on-premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The operation hours are 7:00 a.m.-11:00 p. m. weekdays and 8:00 a.m.-1:00 a. m. weekends; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 *opposes* the granting of liquor license for 180 Maiden Lane, Maiden Lane Hospitality Group LLC, d/b/a MLHG *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	10	In Favor	0	Opposed	0	Abstained	0	Recused
PUBLIC VOTE:	1	In Favor	0	Opposed	0	Abstained	0	Recused
BOARD VOTE:	28	In Favor	0	Opposed	9	Abstained	0	Recused

RE: 110 Wall Street, LQ Holdings LLC

WHEREAS: The applicant, LQ Holdings LLC applied for a restaurant liquor license for 110 Wall Street; and

WHEREAS: The square footage of the establishment is 4,548 with 12 tables, 24 chairs and 15 bar stools; and

WHEREAS: There will be live, recorded and DJ music; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license or cabaret license; and

WHEREAS: The applicant has stated 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 stated that there are establishments with on-premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The operation hours are 12:00 p.m.-1:00 a. m. every day; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 *opposes* the granting of liquor license for 110 Wall Street, LQ Holdings LLC *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

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

RE: 101 Maiden Lane, 101 Maiden Tacos, LLC d/b/a Dos Toros

WHEREAS: The applicant, 101 Maiden Tacos, LLC d/b/a Dos Toros applied for a restaurant beer license for 101 Maiden Lane; and

WHEREAS: The square footage of the establishment is 1,500 with 11 tables and 23 chairs; and

WHEREAS: There will be recorded background music; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license or cabaret license; and

WHEREAS: The applicant has stated 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 stated that there are no establishments with on-premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The operation hours are 11:00 a.m.-10:00 p. m. every day; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 *opposes* the granting of liquor license for 101 Maiden Lane, 101 Maiden Tacos, LLC d/b/a Dos Toros *unless* the applicant complies with the limitations and conditions set forth above.

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEES OF ORIGIN: FINANCIAL DISTRICT

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

RE: Downtown Manhattan Heliport at Pier 6 and elsewhere in CB1

WHEREAS: The NYC Economic Development Corporation (NYC EDC) owns and leases Pier 6 to the Downtown Manhattan Heliport operator and estimates that there are 50,000 takeoffs and 50,000 landings for a total of 100,000 operations per year. Residents have seen up to 8 helicopters landing and taking off simultaneously in the restricted small area of Pier 6 making it one of the most heavily congested heliports in the country; and

WHEREAS: Community Board 1 (CB1) has long been concerned about the safety and quality of life (environmental) issues from helicopters landing and taking off from the Downtown Manhattan Heliport at Pier 6 in our densely populated district which has some of the tallest buildings in the country; and

WHEREAS: CB1 has repeatedly invited the NYC EDC to present statistics and to present their plans on how they will address safety concerns and minimize noise and air pollution from the Pier 6 heliport located on the East River on the edge of the Financial District and South Street Seaport districts; and

WHEREAS: In the past decade there has been a renaissance in Lower Manhattan and now that the East River Esplanade and Pier 15 have been built and with the positive transformations of both parks at The Battery and Governors Island, the Downtown Manhattan Heliport at Pier 6 negatively impacts the quality of life for residents, workers, visitors and students; and

WHEREAS: As part of a settlement agreement between Friends of Hudson River Park and the Hudson River Park Trust, Air Pegasus and Liberty Helicopters, Inc. to end flights at the 30th Street Heliport by April 2010 due to the tour helicopter's operational impact on the environment and quality of life, the tour helicopter industry has repositioned to operate from the Downtown/Wall Street Heliport where it has transferred the same negative environmental, quality of life and safety impact to all of Lower Manhattan
(http://www.hudsonriverpark.org/assets/content/general/6.20.08-Heliport_Final_Release_June_20_2008.pdf); and

WHEREAS: CB1 is on the record by the passing of two resolutions: "Downtown Manhattan Heliport tour flights (July 2011) and "Tourist Helicopter Flights from the Downtown Manhattan Heliport" (October 2009) and has had numerous meetings with various agencies and elected officials over the years; and

WHEREAS: CB1 also gave testimony at a City Council hearing about Governors Island (May 20, 2014) which included the following section:

“Air quality and noise issues resulting from helicopters – City, State and Federal involvement must be achieved in order to determine a solution for the negative impacts caused by increased helicopter tourism both in Lower Manhattan and on Governors Island, specifically in regards to the heliport at Pier 6;” and

WHEREAS: The Downtown/Wall Street Heliport has absorbed 100% of the helicopter tour operations from the West Side Heliport as a result of a lawsuit settlement due to noise and other environmental impacts to the community. These same environmental impacts now impact lower Manhattan. Noise has increased exponentially both in lower Manhattan and the Brooklyn shoreline where the tour helicopters operate. This is in violation of 49 U.S.C. § 47101(a)(2) (“It is the policy of the United States... that aviation facilities be constructed and operated to minimize current and projected noise impact on nearby communities;” and

WHEREAS: The Helicopter Sightseeing Plan allows helicopter tour operators to fly over numerous “residential, educational, health and religious structures and sites and parks and recreation areas” in violation of FAA’s own rules. The FAA’s guidance to airports and airmen states that flights near noise sensitive areas must meet certain standards as well. The FAA’s Advisory Circular 91-36D Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas, states that “[e]xcessive aircraft noise...is particularly undesirable in areas where it interferes with normal activities associated with the area’s use, including residential, educational, health, and religious structures and sites, and parks, recreational areas...;” and

WHEREAS: The FAA’s Advisory Circular 91-36D standard is “[a]voidance of noise-sensitive areas, if practical, is preferable to overflight at relatively low altitudes. Pilots operating noise producing aircraft... over noise-sensitive areas should make every effort to fly not less than 2,000 feet above ground level (AGL), weather permitting.” However, the helicopter sightseeing plan allows helicopter flights as low as 900 feet, in violation of FAA’s own Advisory Circular. The AC also includes a further restriction that “the ground level of noise-sensitive areas is defined to include the highest terrain within 2,000 feet AGL laterally of the route of flight ...” We read that language to include buildings and other structures that the aircraft might be flying over; and

WHEREAS: The helicopter impacts not just CB1 residents. Residents came specifically for the Wednesday, June 3rd Financial District meeting from outside of CB1 including from the Manhattan Upper West Side, Brooklyn, Staten Island and New Jersey. They complained about how the current helicopter routes along the East River and Hudson River negatively impacted them at home and at work; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 calls on the City Council to hold a hearing on helicopters in New York City, specifically Pier 6; and

BE IT
FURTHER
RESOLVED

THAT: CB1 urges that the relevant environmental agencies monitor both the noise levels and air quality during peak usage of the Pier 6 heliport; and

BE IT
FURTHER
RESOLVED

THAT: CB1 calls on our elected officials to significantly reduce the tourist and commuting helicopter traffic at Pier 6; and

BE IT
FURTHER
RESOLVED

THAT: CB1 urges that the Federal Aviation Administration (FAA) that controls the airspace fill in the regulatory loopholes in the regulation of the helicopters at Pier 6 and elsewhere in our district so that helicopter landings and takeoffs from Pier 6 and their route are minimized.

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	5 In Favor	2 Opposed	1 Abstained	0 Recused
PUBLIC MEMBERS:	0 In Favor	0 Opposed	0 Abstained	1 Recused
BOARD VOTE:	33 In Favor	0 Opposed	2 Abstained	0 Recused

RE: 355 Greenwich Street, application for sidewalk cafe license for 355 Greenwich Bakery

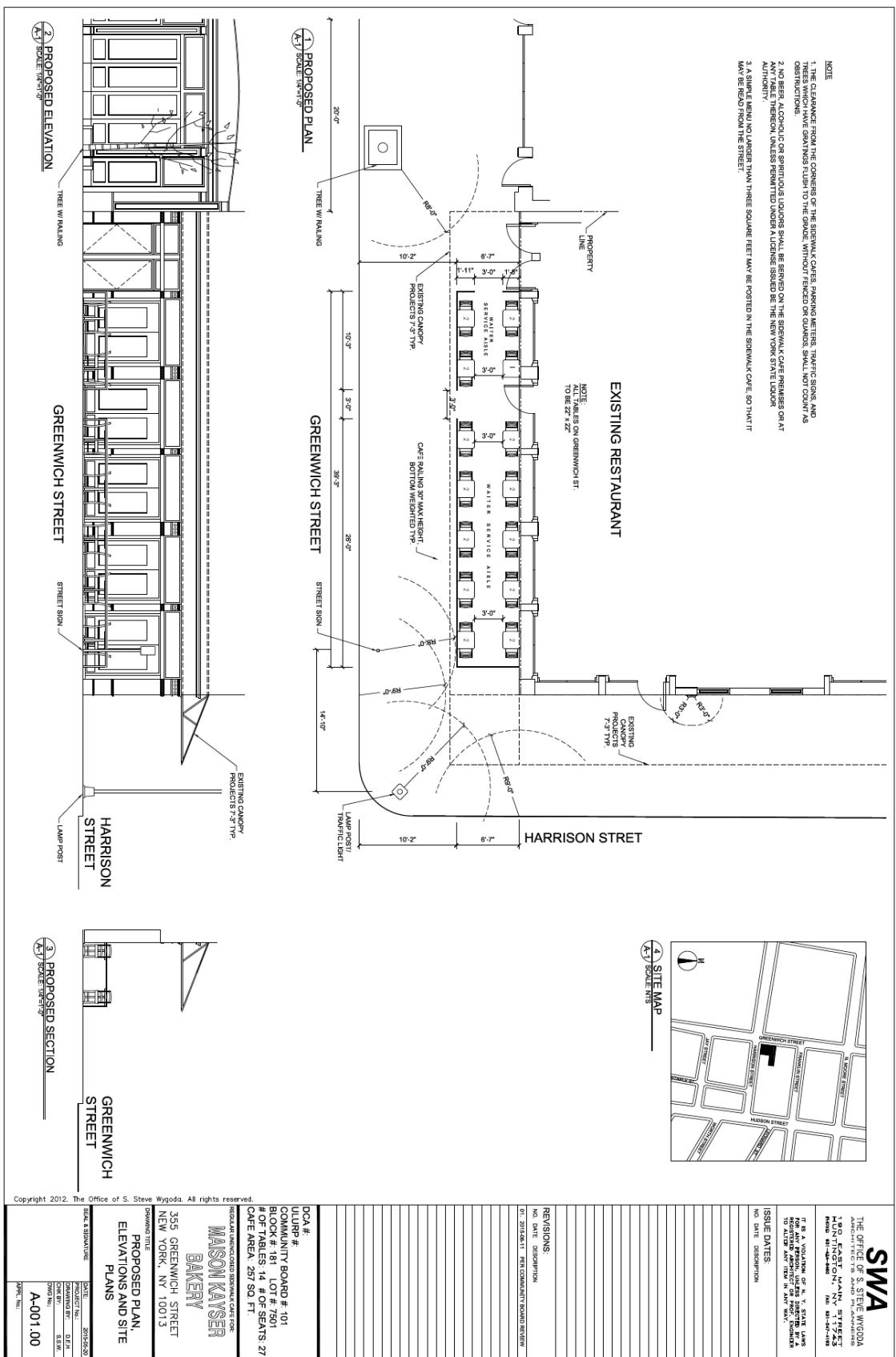
- WHEREAS: The applicant, 355 Greenwich Bakery, has applied for an unenclosed sidewalk café license for 24 tables and 47 seats; and
- WHEREAS: The proposed sidewalk cafe would leave a clearance of 8'4" on the sidewalk as indicated in the plan submitted to CB1; and
- WHEREAS: The representative of the owner stated that it will be a bakery and they do not intend to apply for a liquor license; and
- WHEREAS: 355 Greenwich Bakery is not yet open although recently adopted Tribeca Committee guidelines call for an establishment to be open for one year prior to applying for a sidewalk café; and
- WHEREAS: The prior restaurant at this location, The Harrison, had 15 tables and 30 chairs; and
- WHEREAS: The corner location at Greenwich Street and Harrison Street has a significant amount of pedestrian traffic flow; and
- WHEREAS: The representative of the owner who appeared at the meeting stated a willingness to reduce the number of tables and chairs to 14 and 27 as requested by the committee; and
- WHEREAS: The proposed sidewalk width on the original plan shows the sidewalk at 8'4", accommodating the original application's request for 24 tables and 47 seats. The revised plan, requested by CB1 and accompanying this resolution, shows the sidewalk width at 10'2", accommodating the reduced number of tables and chairs by removing one row; and
- WHEREAS: The applicant has said outdoor service will end at 10 p.m.; and
- WHEREAS: Because no liquor will be served, because of the early hours, and because 355 Greenwich Street previously had a sidewalk cafe (as the Harrison) with no complaints, we are making an exception to our usual request that as a demonstration of good neighborliness an applicant be in operation for a year before applying for a sidewalk café; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 does not oppose the sidewalk cafe application by 355 Greenwich Bakery for 355 Greenwich Street on the condition that there are no more than 14 tables and 27 seats and a sidewalk clearance of 10'2".



**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	7	In Favor	0	Opposed	0	Abstained	1	Recused
PUBLIC MEMBERS:	1	In Favor	0	Opposed	0	Abstained	0	Recused
BOARD VOTE:	35	In Favor	0	Opposed	0	Abstained	1	Recused

RE: 399 Greenwich Street, application for transfer of restaurant liquor license for GST399 Inc.

WHEREAS: GST399 Inc. is applying for transfer of restaurant liquor license for 399 Greenwich Street; and

WHEREAS: The hours of operation will be 11 a.m. to 1 a.m. on weekdays and 11 a.m. to 2 a.m. on weekends; and

WHEREAS: The total area of the restaurant is 1,200 square feet; and

WHEREAS: The applicant intends to apply for a sidewalk café license; and

WHEREAS: The applicant does not intend to apply for a cabaret license; and

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

WHEREAS: Because of previous complaints of late-night noise emanating from a steam-cleaning truck on the street the applicant has agreed to clean his restaurant equipment only Monday through Friday between 7 am and 6 pm, and not on Saturdays or Sundays; and

WHEREAS: The representative of the applicant stated on the initial CB1 questionnaire for the application that this was a new license, and that there were not three or more OP licenses within a 500' radius; and

WHEREAS: We were then told by the representative at the Tribeca Committee meeting that it was a transfer, and we are still unclear about the nature of the corporate change; and

WHEREAS: We discovered later on the SLA LAMP site that contrary to the representation there are approximately eight other OP licenses within 500'; and

WHEREAS: It was also discovered from the applicant's representative that the ownership will have 100% new principals, under a new corporate name;

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

THEREFORE

BE IT

RESOLVED

THAT: CB 1 opposes the grant of a liquor license at 399 Greenwich Street for GST399 Inc. unless the applicant complies with the limitations and conditions set forth above; and

BE IT

FURTHER

RESOLVED

THAT: We request that the SLA pay special attention to and clarify the representations by the applicant's representative regarding the nature of the application.

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	8	In Favor	0	Opposed	0	Abstained	0	Recused
PUBLIC MEMBERS:	1	In Favor	0	Opposed	0	Abstained	0	Recused
BOARD VOTE:	35	In Favor	1	Opposed	0	Abstained	0	Recused

RE: JCP sidewalk Sukkah street activity permit application

WHEREAS: JCP has applied for two street activity permits for Duane Street between Church Street and West Broadway, September 27, 2015 8 am-October 4, 2015, 6 pm; and

WHEREAS: JCP is seeking two permits, one for a sukkah to be erected on a flatbed truck on the street right outside of the JCP building at 146 Duane Street from September 27 until October 4 and which JCP has agreed will take up no more than 2 parking spaces; and

WHEREAS: JCP is also seeking a permit for a block party to take place on October 4, 2015 9 a.m.-3 p.m.; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 does not oppose the applications submitted by JCP for street activity permits for Duane Street between Church Street and West Broadway, September 27, 2015 8 am-October 4, 2015, 6 pm subject to the following conditions:

1. The New York City Department of Transportation reviews the application and determines that it is compatible with nearby construction activity that is expected to be simultaneously underway, and
2. Traffic control agents are deployed as needed to ensure that there is no significant adverse impact from the event on traffic flow, and
3. Clean-up will be coordinated with the appropriate City Agencies, and
4. Bands and persons with megaphones are not situated along the route such that they disturb residents, and
5. Pedestrian and vehicular traffic in and out of all garages downtown remain open at all times.
6. I think we need to clarify the JCP resolution. JCP is applying for two permits.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	8	In Favor	0	Opposed	0	Abstained	0	Recused
PUBLIC MEMBERS:	1	In Favor	0	Opposed	0	Abstained	0	Recused
BOARD VOTE:	36	In Favor	0	Opposed	0	Abstained	0	Recused

RE: 2 Avenue of the Americas, application for alteration of liquor license for Tribeca Grand Hotel, Inc. to convert portion of cellar floor into a jazz club

WHEREAS: Tribeca Grand Hotel, Inc. is applying for an alteration of a hotel liquor license for 2 Avenue of the Americas to convert a portion of the cellar floor into a jazz club; and

WHEREAS: The hours of bar service will be 8 a.m. to 4 a.m. seven days a week; and

WHEREAS: The total area of the establishment is 113,096.90 square feet with public assembly capacity of 1,292 (total hotel occupancy, 812 of which are within guest rooms); and

WHEREAS: The jazz club in the basement will have a capacity of 165 people; and

WHEREAS: There will be background music only, as in "if it could be heard outside or by neighbors, it is not background music"; and

WHEREAS: Due to the cellar location and acoustical treatments it is represented by their noise consultant that the sound system will have no noise impact whatsoever on the outside environment; and

WHEREAS: There will be no non-musical entertainment; and

WHEREAS: They do not intend to apply for a cabaret license; and

WHEREAS: There will be no outside promoters and the Tribeca Grand will take responsibility for all events; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 opposes the grant of a liquor license at 2 Avenue of the Americas for Tribeca Grand Hotel, Inc. unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 35 In Favor 1 Opposed 0 Abstained 0 Recused

RE: Chabad of Tribeca street activity permit application for Reade Street
 between Broadway and Church Street, Sunday, September 20, 2015 7
 a.m.-5 p.m.

WHEREAS: Chabad of Tribeca has applied for a street activity permit for Reade Street
between Broadway and Church Street, 7 a.m.-5 p.m. on Sunday,
September 20, 2015; now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 does not oppose the application submitted by Chabad of Tribeca for
a street activity permit for Reade Street between Broadway and Church
Street, Sunday, September 20, 2015 7 a.m.-5 p.m. subject to the following
conditions:

1. The New York City Department of Transportation reviews the application and determines that it is compatible with nearby construction activity that is expected to be simultaneously underway, and
2. Traffic control agents are deployed as needed to ensure that there is no significant adverse impact from the event on traffic flow, and
3. Clean-up will be coordinated with the appropriate City Agencies, and
4. Bands and persons with megaphones are not situated along the route such that they disturb residents, and
5. Pedestrian and vehicular traffic in and out of all garages downtown remain open at all times.

**COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION**

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	8	In Favor	0	Opposed	0	Abstained	0	Recused
PUBLIC MEMBERS:	1	In Favor	0	Opposed	0	Abstained	0	Recused
BOARD VOTE:	34	In Favor	2	Opposed	0	Abstained	0	Recused

RE: 52 Walker Street, application for renewal of tavern liquor license for KNH Enterprises, LLC d/b/a M1-5

WHEREAS: M1-5 is requesting a renewal of their State Liquor Authority (SLA) On Premises (OP) restaurant liquor license as an eating and drinking establishment; and

WHEREAS: A number of residents appeared before the committee and presented information which they distributed in a document alleging that M1-5 is causing continuing excessive noise, loud music, urinating, vomiting, traffic with horn honking, leaving garbage on the street, fighting in front of the building, and other quality of life issues late at night and after 4 am, which they alleged are all associated with the patrons and operation of M1-5, and

WHEREAS: The residents also alleged that M1-5 has been operating as a dance club and lounge in violation of the SLA licensed method of operation, and

WHEREAS: The document presented by the group of residents included: several letters from various neighboring buildings, 311 complaint numbers, complaints to the NYPD, photos, and advertising from M1-5's facebook page which they said support their claims and identifies M1-5 Lounge as Sports Bar/Dance/Lounge; and

WHEREAS: The representative from M1-5 when asked did not deny the presence of dancing but asked, "what is dancing?" and

WHEREAS: The representatives of M1-5 stated that they have attempted to mitigate the residents' complaints and other quality of life issues related to the operation of M1-5, and

WHEREAS: At the Tribeca committee the representatives of M1-5 and residents agreed to begin meeting to try to resolve all the complaints, and

WHEREAS: Both parties agreed to return with any progress or updates on the status of the meetings, and

WHEREAS: The Tribeca Committee has concerns that M1-5 may be operating as dance club and lounge in violation of its New York State SLA OP license, and

WHEREAS: The committee feels that the SLA should investigate whether M1-5 is legally operating within the parameters of its OP license, and

WHEREAS: The committee also feels that the 2 year renewal of M1-5 should be suspended during the SLA's investigation and while the owners and residents meetings are taking place, and

WHEREAS: However, we feel that M1-5 should be able to continue to operate with a temporary extension in the interim until the investigation is completed, and

WHEREAS: A reduction in the closing hours from 4 a.m. to 2 a.m. may improve some of the quality of life issues raised by the residents, now

THEREFORE

BE IT

RESOLVED

THAT: The SLA investigate whether M1-5 is legally operating within the parameters of its OP license as an eating and drinking establishment, and

BE IT

FURTHER

RESOLVED

THAT: CB1 requests that the 2 year renewal of M1-5 should be suspended during the SLA's investigation, and

BE IT

FURTHER

RESOLVED

THAT: M1-5 should be able to continue to operate with a temporary extension of its OP license in the interim during the SLA investigation; and

BE IT

FURTHER

RESOLVED

THAT: Community Board One requests that the closing hours be reduced from 4 a.m. to 2 a.m. every day of the week.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 23, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 7 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 36 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Proposed bus stop for Straight Bus, Inc. in front of 100 Lafayette Street

WHEREAS: The New York City Department of Transportation has referred to CB1 the application by Straight Bus, Inc. for a bus stop in front of 100 Lafayette Street for buses that will travel between New York City and Philadelphia; and

WHEREAS: Straight Bus, Inc. appeared before the Tribeca Committee of CB1 at its May and June 2015 meetings to present and answer questions about this application; and

WHEREAS: The DOT has informed CB1 that this location is currently a bus stop for Big Taxi Tours and Lily Travel Services with four pick-ups and drop-offs each day; and

WHEREAS: The NYC Department of Transportation is not opposed to Straight Bus, Inc. sharing the bus stop; and

WHEREAS: The applicant's representative, Jack Xiao, presented a map of the street routes the buses would use in Tribeca as follows:

- Leaving NYC: From 100 Lafayette Street (the bus stop) south on Lafayette Street, to east on White Street, to north on 6th Avenue, to West on Canal Street, into the Holland Tunnel.
- Entering NYC: exiting the Holland Tunnel at Exit 4 and then proceeding east on Walker Street, to South on Lafayette Street, ending at 100 Lafayette Street (the bus stop), and

WHEREAS: The committee strongly felt that both of these routes are problematic due to the use of local side streets within Tribeca that are not normally used as bus/truck routes; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 does not oppose the application for a proposed bus stop for Straight Bus, Inc. in front of 100 Lafayette Street; and

BE IT
FURTHER
RESOLVED

THAT: The committee believes that more direct routes to Canal Street to and from the bus stop, and to and from the Holland Tunnel would be safer and beneficial to the neighborhood and Straight Bus, Inc.; and

BE IT
FURTHER
RESOLVED

THAT: The committee suggested the following routes;

- Leaving NYC: (From the bus stop) South on Lafayette Street, to East on Worth Street, to North on Centre Street, to West on Canal Street, into the Holland Tunnel
- Entering NYC: Exit Holland Tunnel at Exit 5 (Canal Street East), proceed onto Laight Street, continuing onto Canal Street, to South onto Lafayette Street to the bus stop; and

BE IT
FURTHER
RESOLVED

THAT: The representative of Straight Bus, Inc. Jack Xiaoa agreed to the committee's suggested bus route changes; now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 does not oppose Straight Bus, Inc. using the bus stop located at 100 Lafayette Street on the conditions that the suggested routes proposed by the Tribeca committee and agreed to by the representative of Straight Bus, Inc. Jack Xiaoa are strictly adhered to and that the buses use their terminal when they are not in transit and do not idle on the street.