

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: NEW BUSINESS

BOARD VOTE: 27 In Favor 0 Opposed 1 Abstained 0 Recused

RE: Battery Park City Parks Conservancy (BPCPC) Executive Director

WHEREAS: Tessa Huxley was the first Executive Director of the Battery Park City Parks Conservancy and has led the organization continuously for nearly three decades; and

WHEREAS: The BPCPC is a private not-for-profit corporation created by the Battery Park City Authority in 1987 to manage, maintain, operate and program the parks and open spaces of Battery Park City. The BPCPC's mandate is to manage the parks for the enjoyment of the public and to do so in a world class manner; and

WHEREAS The BPCPC has been a recognized leader in horticulture, parks programming, the operation of the Stuyvesant Community Center and the operation and maintenance of the BPC infrastructure and has received numerous awards in these areas; and

WHEREAS: The BPCPC, under the Leadership of its Executive Director was instrumental in bringing back Battery Park City after the devastating effects of both 9/11 and Superstorm Sandy; and

WHEREAS: Recently there have been reports in the press suggesting that the Executive Director is being forced to retire. While not much more is know beyond this, it is unclear as to why the current Executive Director Tessa Huxley would seek retirement while she remains actively engaged in her role and recently assumed more operational and horticultural responsibility for areas formerly maintained by the Hudson River Park Trust as well as the medians on Route 9A from Chambers Street to the Battery; and

WHEREAS: This action by the BPCA points to a lack of transparency and is disturbing in that any change in this pivotal position should involve input by the community that has come to rely on this Director and her leadership; and

WHEREAS: The work and accomplishments of the BPCPC are the pride of Lower Manhattan and the role of the BPCPC within the BPCA, to fulfill the mission of maintaining the property in a first class state, is critical to the quality of life in Battery Park City and the city at large; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 calls upon the BPCA to discuss, to the fullest extent possible, the rationale for this leadership change and what impacts it might have on the BPCPC staff and BPC residents; and

BE IT

FURTHER

RESOLVED

THAT: If there is a change in leadership, then CB1 requests that BPCA work directly with the community to develop a seamless transition plan so that an equally competent Parks Executive is hired to ensure that the 92 acres of BPC continue to be a world class community that meets the challenges we face regarding sustainability.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: PLANNING

COMMITTEE VOTE: 9 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 32 In Favor 1 Opposed 4 Abstained 0 Recused

RE: Make Way for Lower Manhattan

WHEREAS: On Monday, July 13, 2015, the “Make Way for Lower Manhattan” Plan was presented to the Community Board 1(CB1) Planning Committee; and

WHEREAS: The plan was composed by Buro Happold Engineering, Sam Schwartz Engineering, WXY, Appleseed, DVS and ResGroup, sponsored by the J.M. Kaplan Fund in collaboration with many participants such as the 9/11 Memorial, Downtown Alliance, Brookfield Properties, Trust for Governors Island as well as various other private and city agencies; and

WHEREAS: The area of “Lower Manhattan” is defined by the area south of Chambers Street, $\frac{3}{4}$ square miles; and

WHEREAS: The plan presents Lower Manhattan as a unique, dynamic, historic place comprised of residents, workers and visitors; and

WHEREAS: Lower Manhattan has reinvented itself many times from the Dutch Settlement in the 17th century to the global city center of the 21st century, with many recent challenges such as 9/11, the 2008 financial crisis and Superstorm Sandy; and

WHEREAS: Lower Manhattan has also experienced major growth in residents, employees, hotel rooms and hospitality, real estate, and transportation. This growth has contributed to congestion, mobility and quality of life problems; and

WHEREAS: The Make Way for Lower Manhattan Plan identifies solutions based on other historic cities with colonial grids such as Barcelona, London, Venice and other places which utilize “clutter-free” streets to allow cars and people to co-exist without obtrusive signage and protective barriers; and

WHEREAS: There are various solutions including closing streets to private automobiles, only allowing buses and cabs, simplifying vehicular movement by closing streets in certain portions, and by identifying designated pedestrian areas; and

WHEREAS: These tactics utilized by other global cities have resulted in the positive coexistence between pedestrians and vehicles, and subsequent improvements such as decreased key air pollutants and increased business revenues; and

WHEREAS: Make Way for Lower Manhattan looks back to the 1966 Lower Manhattan Plan which calls to “restore the rights of the pedestrian, improve vehicular circulation and open the waterfront”, and that a “unique tri-functional system with different streets designated to carry pedestrians, service vehicles and general traffic,” and that “the pedestrian routes would extend from the core to the rivers;” and

WHEREAS: Make Way for Lower Manhattan contains various suggestions and tools for improvements to provide room for growth by facilitating vehicular and pedestrian mobility; and

WHEREAS: “Building Blocks”, or what we have to work with to develop a plan to improve mobility, include proximity/grouping of key historic destinations, the density of transit and limited use of cars, the waterfront as a mobility tool, view corridors as wayfinding tools, underutilized assets such as 23 Wall Street, Federal Hall, Castle Clinton and others; and

WHEREAS: The key principles of the plan are: facilitating vehicular movement, providing room for people, connecting the dots and enhancing the tourism experience; and

WHEREAS: Next steps include: identifying funding for next phase of planning, investigating applicable “smart city” components such as waste management, shared streets, security technologies, tourist corridors and resiliency interventions, developing a proposal for a “special mobility district,” and identifying beta testing area/set of projects to begin implementation; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 acknowledges the mobility and connectivity issues facing Lower Manhattan south of Chambers Street and supports the principles outlined in the Make Way for Lower Manhattan plan.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 38 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 15 Cliff Street, public plaza certification

WHEREAS: The applicant is renovating the privately owned public plaza (POPS) at 15 Cliff Street, built in 2000 in connection with a floor area bonus that facilitated the development of the residential building; and

WHEREAS: The current owners, Carmel Partners, wish to change the design of the plaza and are working with the NYC Department of City Planning (DCP) to get a Certification approval to make those changes; and

WHEREAS: In addition, the café that currently exists in the plaza and was originally approved in 2000 will also be rearranged and made slightly smaller; and

WHEREAS: The current plans include a 170 sf café area with seating for a tenant that has not yet been identified; and

WHEREAS: The café application is a separate City Planning Certification, pursuant to Zoning Resolution 37-73, subject to Community Board review; and

WHEREAS: The applicant is currently in the technical review stage of the approval process but hopes to file the application soon; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends approval of the café Certification, pursuant to Zoning Resolution Section 37-73 but requests that more café moveable seating is located closer to the sidewalk/front lot line in order to be more inviting to the public; and

BE IT

FURTHER

RESOLVED

THAT: This resolution will be submitted in response to the café Certification application referred by DCP, conditional that the proposal within the application is consistent with that which was presented to the CB1 Seaport/Civic Center Committee on July 21, 2015.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 38 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Taste of the Seaport street activity permit application

WHEREAS: Spruce Street School PTA has applied for a street activity permit for Front Street between Beekman Street and Peck Slip, Saturday, October 17, 2015, 9:00am – 5:00pm; now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 does not oppose the application submitted by Spruce Street PTA for a street activity permit for Saturday, October 17, 2015, subject to the following conditions:

1. New York City Department of Transportation Lower Manhattan Borough Commissioner's Office (LMBCO) 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: JULY 28, 2015

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

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

RE: 5 Beekman Street, application for restaurant liquor license for Slip Anchor LLC

WHEREAS: Slip Anchor LLC is applying for a restaurant liquor license; and

WHEREAS: The Committee and applicant have agreed to the hours of 11:00 a.m. to 12:00 a.m. Monday through Wednesday, 11:00 a.m. to 1:00 a.m. Thursday & Friday, 10:00 a.m. – 1:00 a.m. Saturday, and 12:00 p.m. – 12:00 a.m. on Sunday, for a 6 month trial basis after which the applicant may revisit the Committee and request extended hours based on performance in the neighborhood; and

WHEREAS: The size and capacity of the establishment is 4,513 square feet with a dining area of 2,000 square feet with 27 tables and 94 seats, a bar area of 300 square feet and a kitchen area of 2,200 square feet; and

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

WHEREAS: The applicant has represented that are no buildings used exclusively as a school, church, synagogue or other place of worship within 200 feet of this establishment; and

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

THEREFORE
BE IT
RESOLVED

THAT: CB 1 opposes the granting of a restaurant liquor license to Slip Anchor LLC unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

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

RE: 18 Fulton Street, application for alteration of an existing restaurant liquor license for Superspace d/b/a Ambrose Beer & Lobster

WHEREAS: Superspace is applying for alteration of an existing restaurant liquor license; and

WHEREAS: Currently, the Licensee is permitted by the SLA to serve alcoholic beverages in the area on the sidewalk on Fulton Street. The alteration of the license includes expanding outdoor seating to the area on Front street to the south of Fulton Street; and

WHEREAS: All other terms of the license will remain the same; and

WHEREAS: The bar service hours are 12:00pm – 4:00am all week; and

WHEREAS: The size and capacity of the establishment is 1,344 square feet with a dining area of 1,000 square feet with 21 tables and 30 seats, a bar area of 250 square feet with 20 seats and a kitchen area of 65 square feet; and

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

WHEREAS: The applicant has represented that are no buildings used exclusively as a school, church, synagogue or other place of worship within 200 feet of this establishment; and

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

THEREFORE
BE IT
RESOLVED

THAT: CB 1 opposes the granting of alteration of an existing restaurant liquor license to Superspace unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: SPECIAL LANDMARKS

COMMITTEE VOTE:	5 In Favor	0 Opposed	1 Abstained	0 Recused
BOARD MEMBERS VOTE:	2 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC MEMBERS VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	40 In Favor	0 Opposed	1 Abstained	0 Recused

RE: South Street Seaport – Howard Hughes Corporation, alterations to: (1) Pier 17 western edge/removal of head-house (2) Pier 17 canopy and mechanical screen (3) Access drive hardscape (4) Demolition of Link Building

WHEREAS: The application considers only matters within the current South Street Seaport Historic District boundaries; and

WHEREAS: Since 2000, Manhattan Community Board 1 (CB1) has requested that the Landmarks Preservation Commission (LPC) extend the South Street Seaport Historic District to be congruent with the Federal and State Historic District boundaries that include the area of the proposed revised design for a more appropriate and contextual smaller tower fully complying with the South Street Seaport Working Group’s guidelines on the New Market Building Site; and

WHEREAS: The application was the subject of a two hour public hearing on June 25, 2015 which was attended by over 100 residents and interested parties; and

WHEREAS: Public comment was given by 13 attendees of whom 4 were broadly in favor of the proposal, including 2 local residents with children, the owner of the Paris Cafe, and Bob Lewis who is advising HHC on greenmarket issues; 9 were against the proposal, including Save Our Seaport; and

WHEREAS: On February 5, 2015, Manhattan Borough President Gale Brewer and NYC City Council Member Margaret Chin addressed a joint letter to NYC LPC Chair Meenakshi Srinivasan in which they stated that it is particularly challenging to evaluate portions of the LPC application, and requested that LPC separate out portions of the application that substantially relate to the previous Pier 17 Uniform Land Use Review Procedure (ULURP) application from those parts that relate to the ULURP not yet submitted, and postpone review of the latter until such time as this ULURP has been at least certified – which has now been agreed to by LPC resulting in this new segmented application; and

WHEREAS: The Committee noted the News Release from the National Trust for Historic Preservation dated June 23, 2015 where the headline reads: Looming

Development Proposals Land South Street Seaport on 2015 List of America's 11 Most Endangered Historic Places (copy attached); and

WHEREAS: The First proposal to remove the Pier 17 western edge head-house and replace it with the façade matching the other facades of the Pier is considered appropriate; and

WHEREAS: The Second proposal to add a glass-like ETFE canopy 30' above roof line, set back 15' 6" and being itself 10' in construction height is not considered appropriate as it will further block the iconic views of the Seaport, the tall Ships, the Brooklyn Bridge and most likely add inappropriate uses to the roof, which will further undermine the community's access to the space through the year; and

WHEREAS: The increased screening of mechanical equipment is considered appropriate; and

WHEREAS: The Third proposal to add hardscape access driveway to the Pier and the potential future building on the New Market Building Pier 16 site was not considered appropriate without full traffic studies being prepared for the Community Board to consider the impact of the hardscape access driveway; and

WHEREAS: The Fourth proposal to demolish the non-contributing Link building is considered appropriate; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 is committed to work to find a sensible compromise with the applicant to move a proposal forward to revitalize the area and support local union jobs and keep the historic character of the area; and

BE IT
FURTHER
RESOLVED

THAT: The Seaport area needs substantial, visible improvements with a concrete timeline for completion; and

BE IT
FURTHER
RESOLVED

THAT CB1 will not support a proposal that does not meet all the guidelines prepared by the Seaport Working Group; and

BE IT
FURTHER
RESOLVED

THAT: CB1 strongly requests that LPC designate the former hotel space within Schermerhorn Row as an interior LPC landmark, that the space remains accessible to the public, and that the authenticity of the interior spaces be preserved; and

BE IT
FURTHER
RESOLVED

THAT: CB 1 is committed to work with the applicant to ensure that the survival of the sense of place of the Historic District and the surrounding area including the iconic views of one of the most important individual landmarks in the world, the Brooklyn Bridge, and that the Seaport's long history of water-dependent uses be preserved; and

BE IT
FURTHER
RESOLVED

THAT: CB1 again appeals to LPC to provide leadership and support the community in this process by immediately calendaring the extension of the New York City South Street Seaport Historic District to reflect the same boundary as the Federal and State Historic District to help ensure the sense of place remains within the Historic District and to preserve the vitally important link between the Historic District and the iconic Brooklyn Bridge Individual New York City and Federal Landmark.

preservationnation.org

South Street Seaport - National Trust for Historic Preservation

Year Listed: 2015

Location: New York, New York

Threat: Development



Public Domain (LOC)

Significance

The South Street Seaport features some of the oldest architecture in New York City. The Seaport's restored 19th-century commercial buildings transport visitors back in time, evoking the commercial trade of that era. Located along the East River, adjacent to the Financial District, the South Street Seaport is unique for its continuous relationship to the waterfront and its status as the focal point of the early maritime industry in New York City.

While the Seaport is a locally designated historic district, and is separately listed on the National Register of Historic Places, it is currently under threat due to a series of development proposals that would disrupt the look, feel and low-scale historic character of the Seaport.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	4 In Favor	1 Opposed	1 Abstained	0 Recused
PUBLIC MEMBERS:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	33 In Favor	2 Opposed	0 Abstained	0 Recused

RE: Application for bicycle corral outside Max Restaurant at 181 Duane Street

WHEREAS: The NYC Department of Transportation has a bicycle corral program to install bicycle stands in the curbside lane of the street instead of on the sidewalk; and

WHEREAS: This program is intended for locations where demand for bicycle parking outstrips the available sidewalk space and anyone can request a bike corral as long as there is a maintenance partner to keep the corral clear of snow and debris; and

WHEREAS: Potential maintenance partners may be businesses, community groups and individual volunteers, and DOT meets with applicants and determines if bike corrals are appropriate by measuring the potential sites and assessing the demand for bike parking, and designs bike corrals specific to the sites; and

WHEREAS: The program is open-ended so that bike corrals remain indefinitely in place once they are installed; and

WHEREAS: Max Restaurant has applied for a bicycle corral in front of 181 Duane Street; and

WHEREAS: DOT presented this proposed bike corral and requested a resolution from CB1; and

WHEREAS: The applicant presented a petition with signatures of neighbors in support of the application but it did not include all businesses operating in the vicinity; and

WHEREAS: Tribeca Committee members expressed concerns about vehicles making left turns onto Duane Street creating a potentially unsafe condition at this location; and

WHEREAS: Tribeca Committee members also stated that there is congestion on the block due to double-parking, an existing Citi Bike station and the Street Seats installation at Laughing Man; and

WHEREAS: Several of the businesses on the street, including the bakery to the east, already have problems loading and unloading, and the loss of another parking space would not be welcome; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes this proposed bike corral at 181 Duane Street due to the concerns about safety and congestion expressed at the Tribeca Committee meeting.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: TRIBECA

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

RE: 221 West Broadway, application for sidewalk cafe license for North of Houston LLC d/b/a White Street

WHEREAS: The applicant, North of Houston LLC d/b/a White Street, has applied for an unenclosed sidewalk café license for 6 tables and 20 seats; and

WHEREAS: The Tribeca Committee guidelines for sidewalk cafe applications call for applicants to submit applications to CB1 one week in advance, and post notices on the premises announcing the meeting of the Tribeca Committee at which the application will be on the agenda 15 days in advance, but the applicant posted the notice on the day before the meeting and submitted the application on the day of the meeting; and

WHEREAS: By not posting on the premises until the day before the meeting the applicant made it extremely difficult for neighbors to have input, although some did appear at the Tribeca Committee meeting on one day's notice and another sent an email to express opposition to this proposed sidewalk café on a neighborhood side street; and

WHEREAS: Many of the DCA-required letters of notification to neighbors were dated, if not received, on July 7, 2015, the day before the committee meeting, the Affidavit stating all letters were sent via certified or registered mail was signed and dated May 27, 2015; and

WHEREAS: The Landmarks Preservation Commission was not notified of this application because the applicant did not check off that it is a Landmarked building in a Historic District; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 strongly opposes this application due to the entirely insufficient notice; and

BE IT
FURTHER
RESOLVED

THAT: CB1 urges the Department of Consumer Affairs and the New York City Council to reject this application due to the inadequate notice and require the applicant to restart the process in a way that will enable neighbors to have meaningful input.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC MEMBERS:	3 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	35 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 75 Worth Street, application for tavern liquor license for RBC Bar Inc. d/b/a Aetera

WHEREAS: RBC Bar Inc. is applying for a tavern liquor license; and

WHEREAS: The hours of bar service will be 6 p.m. to 12:30 a.m. Tuesday through Saturday with the establishment closed on Sunday and Monday; and

WHEREAS: The total area of the restaurant is 378 square feet with a public assembly capacity of 31; and

WHEREAS: The applicant does not intend 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: The applicant has represented that there are not three or more establishments with on-premises liquor licenses within 500 feet of this establishment; and

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

THEREFORE

BE IT

RESOLVED

THAT: CB 1 *opposes* the grant of a liquor license at 75 Worth Street for RBC Bar Inc. *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC MEMBERS:	1 In Favor	1 Opposed	0 Abstained	1 Recused
BOARD VOTE:	35 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 41 Murray Street, application for restaurant liquor license for Rosa Mexicano

WHEREAS: Rosa Mexicano Murray LLC is applying for a restaurant liquor license; and

WHEREAS: The applicant and committee agreed to last call at 12 a.m. weekdays and 1 a.m. weekends and closing time of 12:30 a.m. weekdays and 1:30 a.m. weekends; and

WHEREAS: The total area of the restaurant is 2,580 square feet with a public assembly capacity of 175; and

WHEREAS: The applicant does not intend 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: The applicant has represented that there are three or more establishments with on premises liquor licenses within 500 feet of this establishment; and

WHEREAS: Neighbors of the establishment appeared at the meeting where this was presented to describe problems they have had with noise from prior establishments in this space which have been exacerbated by the age and condition of the building; and

WHEREAS: The neighbors stated that there is a glass extension of the space which has caused noise problems for neighbors in the past; and

WHEREAS: The applicant agreed to work with a reputable sound engineering company to sound-proof the space prior to opening; and

WHEREAS: The applicant stated that there will be small sub-woofers to maintain the definition of background music; and

WHEREAS: The applicant may return to the committee after the sound-proofing is complete to request a later closing time if sound has not been a problem for neighbors; and

WHEREAS: The applicant agreed to notify the building residents prior to returning to the committee to request additional hours; and

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 41 Murray Street, application for restaurant liquor license for Rosa Mexicano unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC MEMBERS:	0 In Favor	0 Opposed	1 Abstained	1 Recused
BOARD VOTE:	35 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 385 Greenwich Street aka North Moore Street, application for restaurant liquor license for Aemal LLC d/b/a Belzer

WHEREAS: Aemal LLC is applying for a restaurant liquor license; and

WHEREAS: The applicant and committee agreed to last call at 1 a.m. weekdays and 2 a.m. weekends and closing time of 1:30 a.m. weekdays and 2:30 a.m. weekends; and

WHEREAS: The total area of the restaurant is 1,034 square feet with a public assembly capacity of under 75; and

WHEREAS: The applicant's questionnaire stated that the applicant does not intend to apply for a sidewalk café license but the applicant's attorney stated at the Tribeca Committee meeting that the applicant does intend to apply for one; 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: The applicant has represented that there are three or more establishments with on premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The applicant's questionnaire also stated that there would be bicycle delivery personnel but the applicant stated at the meeting that there would not be; and

WHEREAS: A neighbor of the proposed establishment appeared at the Tribeca Committee meeting and described six years of unresolved noise problems from an establishment in the adjacent building owned by the applicant. The applicant finally resolved those problems several weeks before this application by installing a new sound system. She said these problems have been addressed by the applicant in such a responsive way that she now supports the proposed establishment; and

WHEREAS: The applicant agreed to provide phone numbers for the owner and manager to residents of the building; and

WHEREAS: The applicant agreed that a member of the staff would manage crowds in front of the establishment; and

WHEREAS: Windows at this establishment will be closed by 9 p.m. on weekdays and 10 p.m. weekends; and

WHEREAS: The applicant agreed to notify the condo board for the building in which the proposed establishment would be located prior to returning to request a sidewalk cafe or additional hours; and

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 385 Greenwich Street aka North Moore Street for Aemal LLC unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: BATTERY PARK CITY

COMMITTEE VOTE:	6 In Favor	1 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	1 Abstained	0 Recused
BOARD VOTE:	23 In Favor	4 Opposed	1 Abstained	0 Recused

RE: West Thames Park Lawn

WHEREAS: Adjoining the West Thames Street Park (the Park) is a natural turf lawn which is west of Route 9A and roughly at the eastern end of Rector Place, and

WHEREAS: The lawn has been used as a multipurpose field by both adults and children during the warm weather months from April to October; and

WHEREAS: In order to allow for the grass to regrow after substantial use, the lawn is closed from November to April; and

WHEREAS: The Battery Park City Authority (BPCA) has received numerous complaints about the lack of year-round use of this lawn; and

WHEREAS: Working with Community Board 1, the BPCA converted the BPC Ball Fields from natural turf to artificial turf some years ago which resulted in 12 month availability of the fields and eliminated the weekly one-day shutdown for maintenance; and

WHEREAS: Resurfacing the Park from grass to synthetic turf would enable Battery Park City residents and visitors to utilize the Park for year-round active use, including informal and pick-up games; and

WHEREAS: Since there are two lawns within Rector Park that are reserved for passive use, maximizing this park lawn with artificial turf would be an excellent idea; and

WHEREAS: There is an existing fence between the lawn and the Route 9A pedestrian walkway and bikeway and this should be raised to a height of eight (8) feet to form a more protective barrier without affecting the existing gate; and

WHEREAS: This park lawn artificial turf should have the same criteria and specifications as those used for the BPC ball fields including heat reflective technology and the inclusion of recyclable, non-hazardous materials; and

WHEREAS: The BPCA should make every effort to adopt techniques to address resiliency that will protect the new lawn; and

WHEREAS: When the temporary Rector Street Bridge is removed, the area which will become part of the lawn must also be included in the plan; and

WHEREAS: CB 1 also worked with the BPCA to establish rules governing the use of the West Thames Lawn (attached) and expects that those rules will continue; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 supports the BPCA plan to convert from natural to artificial turf the park Lawn of the West Thames Park commencing later this year with the conditions above; and

BE IT

FURTHER

RESOLVED

THAT: CB 1 urges the Public Design Commission to approve this resurfacing as soon as possible.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE: 9 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 38 In Favor 2 Opposed 1 Abstained 0 Recused

RE: Rector Street Bridge and Landscape Restoration

WHEREAS: The New York City Economic Development Corporation (NYCEDC) is working with the Battery Park City Authority (BPCA) to complete demolition of the temporary Rector Street Bridge and restore the adjacent community properties north of the bridge, along West Street/Route 9A between Rector Street and Albany Street; and

WHEREAS: The project plan seeks to complete the original master plan envisioned for the Route 9A corridor, and includes expansion of the basketball courts, expansion of the Liberty Community Garden, the addition of new amenities to the expanded and improved areas, and restoration of landscaping and pavement resulting from the demolition of the temporary Rector Street Bridge; and

WHEREAS: This project will be completed in coordination with and after the construction of the related West Thames Pedestrian Bridge project, funded by the Lower Manhattan Development Corporation (LMDC) and BPCA, and approved by Community Board 1 on December 19, 2013; and

WHEREAS: The designers RBA Group and engineers Weidlinger Associates along with NYCEDC presented the restoration design and project plan for our review in advance of the Public Design Commission's review; now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 supports plans to demolish the temporary Rector Street Bridge and restore the adjacent community areas on the west side of Route 9A and on the east side walk, only after the West Thames Pedestrian Bridge is completed; and

BE IT
FURTHER
RESOLVED

THAT: The current orientation of the basketball courts should remain the same in the new plan.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE: 11 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 40 In Favor 0 Opposed 1 Abstained 0 Recused

RE: South Street Seaport – Howard Hughes Corporation, alterations to: (1) Pier 17 western edge/removal of head-house (2) Pier 17 canopy and mechanical screen (3) Access drive hardscape (4) Demolition of Link Building

WHEREAS: The application considers only matters within the current South Street Seaport Historic District boundaries; and

WHEREAS: The application was the subject of a two hour public hearing on June 25, 2015 which was attended by over 100 residents and interested parties; and

WHEREAS: Public comment was given by 13 attendees of whom 4 were broadly in favor of the proposal, including 2 local residents with children, the owner of the Paris Cafe, and Bob Lewis who is advising HHC on greenmarket issues; 9 were against the proposal, including Save Our Seaport; and

WHEREAS: On February 5, 2015, Manhattan Borough President Gale Brewer and NY City Council Member Margaret Chin addressed a joint letter to NYC LPC Chair Meenakshi Srinivasan in which they stated that it is particularly challenging to evaluate portions of the LPC application, and requested that LPC separate out portions of the application that substantially relate to the previous Pier 17 Uniform Land Use Review Procedure (ULURP) application from those parts that relate to the ULURP not yet submitted, and postpone review of the latter until such time as this ULURP has been at least certified – which has now been agreed to by LPC resulting in this new segmented application; and

WHEREAS: The proposal to add a glass-like ETFE canopy 30' above roof line, set back 15' 6" and being itself 10' in construction height is not considered appropriate as it will further block the iconic views of the Seaport, the tall Ships, the Brooklyn Bridge and most likely add inappropriate uses to the roof, which will further undermine the community's access to the space through the year; and

WHEREAS: The Committee reminded the applicant of the press comments by David Weinreb, CEO of HHC, who proclaims Pier 17 to be "the world's premier boutique entertainment venue" and "surrounded on all sides by unrivaled views of Lower Manhattan, the East River Esplanade and the Brooklyn Bridge, the Rooftop Venue is a world-class destination for events, concerts and promotions. As the centerpiece of the Seaport development, the Rooftop at Pier 17 will offer year-round opportunities that transform each season. From summertime outdoor concerts to

winter recreation the Rooftop Venue will be the go-to location in Manhattan” (copy attached), holding up to 4,000 attendees; and

WHEREAS: The Committee asked that HHC re-confirm in writing their commitment to allowing the Community to have access to part of the venue 5 days a year; and

WHEREAS: The Committee was concerned about the noise and light pollution the venue would create; and

WHEREAS: The proposal to add hardscape access driveway to the Pier and the potential future building on the New Market Building Pier 16 site was not considered appropriate without full traffic studies being prepared for the Community Board to consider the impact of the hardscape access driveway; and

WHEREAS: The Committee noted the hardscape access driveway will introduce disruptive and dangerous vehicular traffic, undermine the historic character of the district, and directly contradict the pedestrianization goals of the Seaport Working Group; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 is committed to working to find a sensible compromise with the applicant to move a proposal forward to revitalize the area and support local union jobs and keep the historic character of the area; and

BE IT
FURTHER
RESOLVED

THAT The Seaport area needs substantial, visible improvements with a concrete timeline for completion; and

BE IT
FURTHER
RESOLVED

THAT CB1 will not support a proposal that does not meet all the guidelines prepared by the Seaport Working Group; and

BE IT
FURTHER
RESOLVED

THAT: The quantity and quality of public space that was specified by the City when Pier 17 was originally built in 1985 is maintained, and that the Manhattan Borough President’s office confirm to its satisfaction that this is the case, making appropriate reference to the City Planning Commission resolution, dated March 11, 1985, related to Pier 17, in performing analysis. The former Pier 17 structure included balconies and walkways which also qualified as public space; and

BE IT
FURTHER
RESOLVED
THAT

CB1 does not support the segmentation of the proposed plan, and requires that any changes to the proposal presented to CB1 on December 10, 2014 and now June 25, 2015 be presented back to the Board for review prior to the LPC hearing.

An architectural rendering of the Pier 17 Rooftop Venue at night. The scene is set on a rooftop terrace overlooking the East River. In the background, the Brooklyn Bridge is illuminated with its characteristic white lights against a dark blue sky. The water of the river is dark, with some lights reflecting on its surface. The foreground shows a modern building with a glass facade, through which interior lights and people can be seen. The rooftop itself is a mix of paved areas, greenery, and seating. Numerous small figures of people are scattered across the terrace, suggesting a lively social environment. The overall atmosphere is one of a sophisticated, urban outdoor space.

PIER 17

60,000 SF ROOFTOP VENUE

Surrounded on all sides by unrivaled views of Lower Manhattan, the East River Esplanade and the Brooklyn Bridge, the Rooftop Venue is a world-class destination for events, concerts and promotions. As the centerpiece of the Seaport development, the Rooftop of Pier 17 will offer year-round opportunities that transform with each season. From summertime outdoor concerts to winter recreation, the Rooftop Venue will be the go-to location in Manhattan.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

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

RE: 180 Maiden Lane, modification of previously approved certification M
920427(A) ZCM

WHEREAS: Downtown NYC Owner, LLC (the “Applicant”) has submitted application M 920427(A) to the New York City Department of City Planning for modification to the previously approved certification (N 920427 ZCM) pursuant to former Section 98-71 of the Zoning Resolution, within the former Special Manhattan Landing District, involving the upgrading and re-design of a public pedestrian space; and

WHEREAS: The Zoning Lot is located within the boundaries of the former Special South Street Seaport District and the former Special Manhattan Landing Development District. The Zoning Lot is also within the project boundary of the Brooklyn Bridge Southeast Urban Renewal Plan; and

WHEREAS: On March 26, 1979, pursuant to Section 98-71 of the Landing District Regulations, the City Planning Commission (CPC) certified plans for the Public Space, which generated bonus floor area on the Zoning Lot, in order to facilitate construction of the Building; and

WHEREAS: Subsequent changes to the Public Space were certified by the CPC on June 26, 1989 and March 23, 1992 for their compliance with the Public Space Requirement; and

WHEREAS: On August 27, 1998, the New York City Council adopted amendments to the Zoning Resolution, creating the Special Lower Manhattan District, eliminating the Landing District and consolidating the Seaport District into a sub-district of the Special Lower Manhattan District. The previous Landing District regulations had permitted modifications of the enclosed space at 180 Maiden Lane through a certification by the CPC. That mechanism was eliminated in the creation of the Special Lower Manhattan District, but the Public Space continues to be governed by the requirements listed for District Parcel 20Q of Appendix B of former section 98-00 of the Zoning Resolution; and

WHEREAS: In October 2012, the Building was flooded with five to six feet of water as a result of Hurricane Sandy. The entire ground floor, including the Public Space, was destroyed and subsequently stripped of all paving and coating. In the spring/summer of 2013, the building began structural modifications to reinforce existing supports and to upgrade the ground floor space for flood resilience; and

WHEREAS: The proposed changes to the Public Space are intended to lighten and modernize the Public Space, as well as to permit the installation of new duct work for the

relocation of the existing mechanicals and switch gear to the third floor in order to harden the Building from future flooding; and

WHEREAS: The main entrance on Maiden Lane and Front Street will be improved with a more prominent opening by removing the heavy bronze frame of the doors and replacing it with a less monumental frame of blackened steel, thereby increasing the height and width of the clear glazing around the entrance doors; and

WHEREAS: The two sets of stairs at the entrance will be removed and replaced with a new, open tread stairway between the two existing escalators to open up sightlines to the Public Space. Tree pits with medium-sized trees and new benches with planters in their backs will be introduced in order to make the main entrance area more inviting to the public from the street; and

WHEREAS: The atrium core will be improved with an expanded retail space, intended to house a coffee shop and a newsstand; and

WHEREAS: The eastern portion of the space will be improved with trees in flush mounted planter pits. Bistro tables and chairs will be placed near the outside glass wall along Maiden Lane. This area will have access to two wall-mounted USB charging ports; and

WHEREAS: The area along South Street will function as a curated art gallery for sculpture and painting and will contain an additional complex of benches without backs; and

WHEREAS: The western side of the space will be improved with a row of trees in flush mounted planter pits as well as bistro tables and chair. The area will also incorporate a large 24' x 60' artificial turf area serving as a recreational lawn area with moveable tables and wooden picnic tables with backless benches; and

WHEREAS: Behind the platform, an electrical riser will extend through the Public Space from the basement to the 3rd floor, which is necessary to move the building's switchgear out of the flood zone and its proposed orientation is dictated by the orientation of the upper floors of the building; and

WHEREAS: The proposed hours of operation of the Public Space are 8:30am – 10:00pm from Monday – Friday; and

WHEREAS: The construction of the changes to the Public Space will be done in phases and is scheduled to be complete approximately 9 months after approval of the Modification; now

WHEREAS: During review, the City Planning Commission (CPC) had expressed interest in garnering CB1's opinion on weekend hours of operation and requested that it be taken under consideration by the full board; now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 recommends approval of Downtown NYC Owner, LLC's application M 920427(A) to the New York City Department of City Planning for modification to

the previously approved certification (N 920427 ZCM) pursuant to former Section 98-71 of the Zoning Resolution, within the former Special Manhattan Landing District, involving the upgrading and re-design of a public pedestrian space; and

BE IT
FURTHER
RESOLVED

THAT: In response to CPC's request to consider weekend hours of operation, CB1 requests the hours of operation of the Public Space be expanded to 8:30am – 10:00pm seven days a week.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

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

RE: Board of Standards and Appeals application 113-15-A by Lightstone Acquisitions X LLC pursuant to Section 35 of the General City Law and Section 72-01(g) of the Zoning Resolution to facilitate the construction of proposed development at 90-94 Fulton Street, 130-136 William Street partially located within the bed of a mapped but un-built portion of Fulton Street in Manhattan

WHEREAS: The un-built portion of Fulton Street was mapped in connection with a potential street widening dating from July 1961, and spans the southern side of Fulton Street between Broadway and a point 60 feet east of Ryders Alley, extending four blocks; and

WHEREAS: The widening has remained on the City Map since 1961 but the City has not taken any steps to advance the project, including, but not limited to, acquiring title to any of the affected properties and nearly all of the properties within the widening area are privately owned and improved; and

WHEREAS: Lightstone Acquisitions X LLC requests that (1) the decision of the New York City Department of Buildings Deputy Borough Commissioner, dated May 6, 2015, acting on Department of Buildings Application No. 121192903, be modified by the Board pursuant to Section 35 of the General City Law to allow the development to be constructed within the mapped bed of Fulton Street, and (2) the Board waive the applicable bulk regulations affected by the un-built portion of the street pursuant to Section 72-01(g) of the Zoning Resolution of the City of New York; and

WHEREAS: 90-94 Fulton Street, 130-136 William Street comprises Lots 21 and 23 on Block 77. Lot 21 (94 Fulton Street) is improved with a six-story building and has a Fulton Street frontage. Lot 23 (90 Fulton Street) is improved with a five-story building and has a Fulton Street frontage. The buildings on Lots 21 and 23 would be demolished to permit construction of the Proposed Development; and

WHEREAS: The Proposed Development will contain approximately 336,583 square feet of floor area in 50 stories. Approximately 222,218 square feet are proposed to be residential and the remainder is to be allocated to retail and hotel use. It is anticipated that the Proposed Development will utilize as-of-right Inclusionary Housing and plaza bonuses; and

WHEREAS: The footprint of the Proposed Development extends for approximately 70' -6 ½" along Fulton Street. About 21% (2,439 square feet) of the Proposed Development is located within the Widening Area; and

WHEREAS: The widening is not included within the New York City Department of Transportation's Capital Improvement Program and the widening would require the condemnation of extremely valuable property zoned for high density development in the heart of Lower Manhattan and with the exception of a single vacant parcel, all of the properties on Fulton Street located within the widening area are improved with buildings built to the physical street line; and

WHEREAS: In 1982, the City radically changed its policy on automobile transportation to limit the use of automobiles in Manhattan, including Lower Manhattan, and a widening at this time would be directly contrary to the City's policies with respect to discouraging automobile use; and

WHEREAS: The Proposed Development is located within a C6-4 zoning district within the Special Lower Manhattan District and is subject to the bulk regulations of the Special District; now

THEREFORE

BE IT

RESOLVED

THAT:

CB1 recommends that the Board of Standards Appeals grant approval of the request by Lightstone Acquisitions X LLC, that the decision of the New York City Department of Buildings Deputy Borough Commissioner be modified by the Board pursuant to General City Law Section 35 to allow the development to be constructed in the mapped but unbuilt portion of Fulton Street, and that the Board waive the applicable bulk regulations affected by the un-built street pursuant to Zoning Resolution Section 72-01(g) to the extent necessary to allow the development to proceed on an as-of-right basis under the applicable bulk regulations of the Special Lower Manhattan District.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

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

RE: 77 Pearl Street, application for a wine and beer license for Four Star ½ Inc. d/b/a Justinos

WHEREAS: The applicant, Four Star ½ Inc. applied for a wine and beer license for 77 Pearl Street; and

WHEREAS: The square footage of the establishment is 200 with 4 tables and 8 seats; 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 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 10:00 a.m.-10:00 p. m. weekdays and 10:00 a.m.-4:00 a.m. weekends; now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 *opposes* the granting of liquor license for 77 Pearl Street, Four Star ½ Inc. d/b/a Justinos *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

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

RE: 20 Pine Street Ramp

WHEREAS: 20 Pine Street, located at the corner of Nassau Street, has 37 floors and includes 408 residential units, and over 750 residents, many including young families; and

WHEREAS: Many of the residents view their purchase of units in the building as a way of participating in the recovery and growth of the Financial District after the tragic events of September 11, 2001; and

WHEREAS: The Condominium residents have a strong interest in preserving the excellent physical condition of and appealing historical architectural design of this historic 1929 Art Deco building; and

WHEREAS: More than 200 signatures were collected from owners and residents opposing the construction of a proposed commercial service delivery ramp on or above the sidewalk on Nassau Street adjacent to the building; and

WHEREAS: 20 Pine Street is in the immediate area of two schools: Bright Horizons (an elementary school) is located in the 20 Pine Street building and the Pine School (elementary through 8th Grade) is located across the street. Therefore, our 24/7 residential community is particularly concerned about this ramp and the safety of the trucks where there is much pedestrian traffic, including very young children, on crowded sidewalks; and

WHEREAS: The building is located in a high-terrorism threat zone: contiguous to the Federally-landmarked location f/k/a Chase Plaza, directly across the street from the Federal Hall National Monument, and one block away from both the New York Stock Exchange and the Federal Reserve; and

WHEREAS: The ramp would be over seventy feet long and 15 feet tall and would span the length of the building's Nassau Street façade - an entire block - with steel handrails mounted along the entire length of the ramp, and extending from the underside of the ramp; and

WHEREAS: The sidewalk is narrow, approximately 13 feet wide and the ramp is 3-4 feet wide, and that it is where the building's trash is put out for pick-up. Currently it is difficult to walk by the trash which is put out three days a week on the sidewalk for pick-up; and

WHEREAS: The community was just told that that the 20 Pine Street facility will become the FedEx hub for an enormous area of Lower Manhattan, including the World Trade Center; and

WHEREAS: We are not aware of any environmental impact study on the surrounding community of such a facility in our very densely populated area and the impact of idling trucks and the effect on emergency vehicles; and

WHEREAS: The community is concerned about air quality from the increase in large trucks to an already congested area; and

WHEREAS: Approximately two dozen residents opposing the ramp attended the CB1 Full Board meeting; and

WHEREAS: FedEx did not attend the CB1 meeting; and

WHEREAS: On June 29, 2015, the Department of Buildings issued a notice of violation/stop-work order. It states that “the work does not conform to approved construction documents and/or approved plans;” now

THEREFORE

BE IT

RESOLVED

THAT: In the interest of the safety, security and quality of life of all residents, especially the young children of the Financial District, Manhattan Community Board 1 requests that:

1. The NYC DOT provide to the Community Board written justification for their reasons for approving the street sign changes pertinent to the installation for the proposed ramp and sign off to install the ramp.
2. The NYC DOB conduct an official review of the construction to date and affirm to the Community Board in writing that the project is proceeding according to code.
3. Information is provided to CB1 regarding the number and size of trucks that will be using the 20 Pine Street facility.
4. Information is provided to CB1 regarding the size of the facility and its impact on the surrounding residential population.
5. The facility operator, which has not yet come to CB1, attend an upcoming Financial District Committee meeting to present their plans on how they plan to minimize the impact on the surrounding community.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 1 Recused
BOARD VOTE: 40 In Favor 0 Opposed 0 Abstained 0 Recused

- RE: 17 Leonard Street, application for restoration of existing 3 story masonry façade and addition of 2 story roof top addition
- WHEREAS: The application is to convert a small 3 story 1940 era warehouse into a residential home with a one and one-half story roof top addition, and
- WHEREAS: The small building is between a nine story contemporary building to the left and a four story historic building – with a modern roof addition – to the right, and
- WHEREAS: The existing wooden garage door will be retained – but with larger glass elements to provide off-street parking with a modest exterior lighting fixture, and
- WHEREAS: The existing enlarged fenestration on the third floor containing a door – will be kept but made into a wooden painted window, and
- WHEREAS: The new one and one half story roof addition will increase the height from 39’ 6” to 62’, with code setbacks and appropriately designed stair bulkhead, and
- WHEREAS: The roof top addition will use the floating sky frame glass design used in other additions in the neighborhood, and
- WHEREAS: The Committee enquired about the lot-line windows that would be blocked – and were told the neighbors had been made aware of the application and had not lodged any complaints, and
- WHEREAS: Some members of the Committee felt there was too much glass in the garage door and would prefer the garage door pillars to be constructed as originally with brick rather than the design which used wood, and
- WHEREAS: One Committee member felt the original enlarged fenestration on the third floor would be better if it were made to match the other two window sizes on the third floor, and
- WHEREAS: The visibility studies were considered appropriate and the addition seemed to be minimally visible – but since the mock up was not complete – the Committee reserved the right to change this opinion after a site visit with a completed mock-up, now

THEREFORE

BE IT

RESOLVED

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

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 7 In Favor 1 Opposed 0 Abstained 0 Recused
BOARD VOTE: 40 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 456 Greenwich Street, application to replace a non-contributing one-story masonry garage building with a new nine-story warehouse style masonry and painted metal window building in the Tribeca North Historic District

WHEREAS: The western half of the L-shaped lot assemblage lies outside the historic district and the tallest portion of the ninth story is along this westernmost part of the site, and

WHEREAS: The first floor elevation will be approximately three feet above the existing sidewalk level with 3 entrances (one on Desbrosses and two on Greenwich Street), and

WHEREAS: The first six stories of the building are highly detailed with masonry quoining, soldier courses, lock courses, corbeling and water table, and

WHEREAS: From views within the historic district, the first six stories resemble the proportions and construction details of other contributing warehouse buildings, and

WHEREAS: The seventh through ninth floor setback penthouse and screened mechanical bulkhead (elevation =/-100' from grade) will be highly visible from the East and West on Desbrosses Street, and

WHEREAS: The design's appropriateness may be improved by minimizing any visibility of floors seven through nine (even from outside the historic district) – perhaps by raising the seventh floor roof terrace parapet and/or enlarging the brick cornice, and

WHEREAS: The two foot wide corrugated safety glass canopy continuously running parallel to the eight foot wide concrete and granite curb sidewalks on Greenwich and Desbrosses Streets is appropriate, and

WHEREAS: The hotel signage proposed to date is modest and appropriate, now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 recommends approval of this proposal and recommends that LPC work with the architect to reduce any visibility of the metal and glass seventh through ninth stories.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 40 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 366 Broadway, a highly ornate building on the northeast corner of Broadway and Franklin Streets in the Tribeca East Historic District Extension

WHEREAS: This application is to reactivate the existing painted wood doors on Franklin Street by adding a twenty foot long handicap ramp and stairs starting approximately fifty feet East of Broadway, and

WHEREAS: The committee finds the previously LPC approved signage all along Broadway and Franklin Streets do not meet Community Board 1's standards for LPC staff level approvable signage, and

WHEREAS: CB 1 requests the applicant reduce the percentage of bays containing signage and reduce the size of the signage, now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 recommends the rejection of the proposed Franklin Street ramp and previously LPC approved signage.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 40 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 80 White Street, application for approval to make several modifications to the first story and roof

WHEREAS: The LPC public hearing work is limited to the new wheelchair lift on the easternmost White Street bay, the replacement of steel “lot line” windows, lighting, a stair bulkhead extension at the roof and a new raised Cortlandt Alley first floor entrance, and

WHEREAS: The painted metal wheelchair lift is only as wide as the existing White Street bulkhead, and

WHEREAS: The replacement steel windows are appropriate and long-lasting, and

WHEREAS: The proposed lighting is set at a suitable height, the style is appropriate and the illumination greatly needed on Cortlandt Alley, and

WHEREAS: The painted metal roof bulkhead is minimally visible from the South at the intersection of Cortlandt Alley and White Street, and

WHEREAS: The new raised painted metal Cortlandt Alley entrance uses a scale and materiality typically found on the historic district’s warehouse buildings, and

WHEREAS: The existing historic Cortlandt Alley entrance doors will retain, now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 highly recommends that the Landmarks Preservation Commission approve all the proposed work at 80 White Street, and

BE IT

FURTHER

RESOLVED

THAT: CB 1 greatly appreciates Mr. Jerry Weinstein’s (the building owner) supportive testimony at the Tribeca East Historic District extension CB1 meeting and his restoration program for 80 White Street, a contributing building that defines the district.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 1 Recused
BOARD VOTE: 40 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 130 Duane Street, application for façade alterations, new steel canopies and light fixtures

WHEREAS: The application is to make alterations to help promote the small hotel and restaurant, and

WHEREAS: The hotel which was completed in 2006 after a very contentious review process in which neighbors feared the street would suffer from the building of the hotel – but in fact there have been no noise or other issues over the nine years of operation, and

WHEREAS: The existing columns on Church Street would be painted black supporting perforated steel canopies 3’ 6” long with a 5” drop to contain signage – Duane Street Hotel, and

WHEREAS: The columns would support two small spot lights – 18 in total - on each side to draw attention to the hotel at night, and

WHEREAS: The columns on Duane street would be painted to match those on Church Street with a slightly modified hotel entrance canopy, there will not be any new canopies on Duane Street – only the modified entrance canopy, and

WHEREAS: The middle fixed window on Church Street will be replaced with a bi-fold glass door – matching the existing doors - to help promote the small restaurant inside, and

WHEREAS: The Committee enquired about intention for a future sidewalk café application – which the applicant confirmed was not their intention – it was also agreed that the doors would be closed at 10 pm, and

WHEREAS: The Committee felt there were too many light fixtures, which the applicant agreed to review and reduce, now

THEREFORE
BE IT
RESOLVED

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

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 28, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 4 In Favor 0 Opposed 0 Abstained 1 Recused
BOARD VOTE: 40 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 38 Park Row AKA 2 Beekman Street, application for restoration of storefronts

WHEREAS: The marvelous Potter Building was designed by Norris Starkweather in a combination of Queen Anne and neo-Grec styles with wonderful terra-cotta detailing, built in 1882-86, and

WHEREAS: The store fronts on Park Row, Beekman and Nassau Streets are a mish-mash of inappropriate infill and poor signage over the past 40 years, and

WHEREAS: The application is to remove all existing infill, security roll down gates, repair the stone work, and the original cast iron detailing in kind or in fiberglass composite, and

WHEREAS: A master plan signage system with pinned steel letters will be used for all tenants, and

WHEREAS: The applicant confirmed there would be no exterior lighting, and

WHEREAS: New louvers for AC units will be set in the transom above each existing clear glass store door, and

WHEREAS: The Committee commended the applicant for its quality and appropriate restoration, now

THEREFORE

BE IT

RESOLVED

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