

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: BATTERY PARK CITY

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

RE: Traffic control study at the intersection of River Terrace and Warren Street in the northern neighborhood of Battery Park City

WHEREAS: Various members of the Battery Park City Community made Community Board 1 aware of endemic safety issues associated with the safe crossing of the intersection of River Terrace and Warren Street; and

WHEREAS: The current intersection does not have any traffic controls to force motorists to cede the right-of-way to pedestrians who are crossing River Terrace to enter the park nor are there any controls to protect pedestrians who are crossing Warren Street from motorists who are turning onto Warren Street at-speed; and

WHEREAS: The only street that contains a traffic control device (a stop sign) and crosswalk is Warren St. The All four corners of the intersection have accessibility ramps; and

WHEREAS: It has been over a decade since DOT removed stop signs on River Terrace while around the neighborhood the number of pedestrians and vehicles traveling through the intersections has increased dramatically, there are more apartment buildings, and there is a marked increase in the number of events sponsored by BPCA and private organizations in Rockefeller Park along River Terrace, and

WHEREAS: NYPD has opened a special command in partnership with state and federal law enforcement agencies at 250 Vesey and illegally park police and commuter vehicles in No Standing Anytime zones all along River Terrace from Chambers St. south to the end of River Terrace which obscures crossing areas at intersections, now

THEREFORE
BE IT
RESOLVED

THAT: CB1 believes that a traffic control device as well as facilities for safe pedestrian crossings are necessary and requests that DOT pursue all necessary studies collection of data to ascertain the appropriate measures; and

BE IT
FURTHER
RESOLVED

THAT: CB 1 also requests that DOT study additional forms of “traffic calming” measure that could be implemented to improve safety along the River Terrace corridor, which sees a heavy number of vulnerable pedestrian users such as children and the elderly.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: EXECUTIVE

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

BOARD VOTE: 42 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Capital and Expense Budget Requests for FY 2020

BE IT
RESOLVED

THAT: CB 1 recommends the funding of the following budget requests for FY 2020
(attached).

COMMUNITY BOARD #1 PRIORITIZED BUDGET REQUESTS - FY 2020

CAPITAL:

	<u>AGENCY</u>	<u>PROJECT TITLE</u>
●	DCLA	Meaningfully support the South Street Seaport Museum's plans to build a cutting-edge resilient education museum building interconnected with the Seaport's historic Schermerhorn Row. Continue capital funding to support the fleet of historic ships.
●	DCLA	Rebuild Castle Clinton to reflect its dynamic roles in the history of New York
●	DEP	Provide or expand green infrastructure, e.g. greenbelts, bio swales - CB1 would like to see budget increases for investment in new technologies required to advance sewage treatment plants and wastewater management.
●	DEP	Replace or upgrade water mains – aging infrastructure in water delivery systems is a serious problem that results in large losses of water due to leaks. There have been several water main breaks in Tribeca in recent years. We are looking forward to the completion of Water Tunnel No. 3 in 2020 so that Tunnel No. 1 and No. 2 can be closed for inspection and repairs. Continued infrastructure upgrades and repairs of CD1 water pipes are necessary.
●	DOE	Construct 680 K to 5 th grade school seats in CB 1 in the next 5-year capital plan.
●	DOT	Provide funds to study potential opportunities for improvements to areas under and surrounding the Brooklyn Bridge, including rebuilding active recreation space underneath the bridge as well as repairs to the staircase on Frankfort Street.
●	DOT	Additional funding of up to \$1.5 million apart from the \$500,000 that was already allocated in order to expand the scope of the study currently being framed by DOT for traffic and mobility analysis in the Financial District, including east of Broadway and south of Park Row, as well as the WTC area, to address safety, sanitation and crowding issues as noted previously by CB1 and numerous other groups, including for example, the "Make Way for Lower Manhattan" initiative.
●	DOT	Reconstruct and restore N. Moore Street between Hudson Street and Varick Street within CB 1's historic district.
●	DOT	Repair Theater Alley behind the Park Row block.
●	DOT	Reconstruct and restore Franklin Street between Hudson and Varick Streets, a cobblestone street within CB 1's historic district.
●	DOT	Reconstruct and restore Staple Street between Duane and Harrison Streets, a cobblestone street within CB 1's historic district.
●	DOT	Reconstruct and restore Greenwich Street between Vestry Street and

		Hubert Street, a cobblestone street within CB1's historic district.
●	DOT	Reconstruct and restore Vestry Street between West and Greenwich Streets, a cobblestone street within CB 1's historic district.
●	DOT	Reconstruct and restore Collister Alley between Laight and Beach Streets, a cobblestone street within CB 1's historic district.
●	DOT	Reconstruct and restore Duane Street between Greenwich and Hudson Streets, a cobblestone street within CB 1's historic district.
●	DOT	Repair the currently cobbled roadbed of Moore Street between Water and Pearl Streets.
●	DOT	Replace non-historic streetlamps with "Bishops Crook" street lamps or best fitting contextual alternative within CB 1's historic districts.
●	DOT	Reconstruct the sidewalk perimeter of Pace Plaza to compliment the massive renovations of the entrance and public areas that make up the main entrance of Pace University.
●	DOT	Build out crosswalks that serve P.S./I.S. 89.
●	DPR	Renovate the pathway of Bowling Green Park, which currently pools with water after heavy rains.
●	DSNY	Install waste containment compartments in the public rights-of-way in areas where residential conversion buildings overwhelm the sidewalks. Such installations may be found in other large cities like Barcelona, Seville, and The Hague.
●	OEM	Provide funds for the design and construction of short to medium term resiliency infrastructure in anticipation of future extreme weather events (such as the interim flood protection measures currently being studied for the South Street Seaport area).
●	ORR	Provide funds to close the funding gap for Lower Manhattan Coastal Resiliency, for the design and construction of long term resiliency infrastructure in anticipation of future extreme weather events. This should include the expansion of the project area to include Tribeca to Canal Street.
●	EDC	Provide funds to continue transformation of Governors Island. As the Island completed its ambitious 40-acre park, it is now focusing on a new plan to expand public access by extending the duration of its season and hours, create a 24/7 community with even more public parks, nonprofit tenants, year-round arts programming, restaurants, and 5 million square feet of new commercial, office and education space. Funds are also needed for the Island's aging or absent infrastructure and for the maintenance of historic buildings.
●	EDC	Improve and modernize security infrastructure and devices in the vicinity of the New York Stock Exchange which includes Wall and Broad Streets. The Downtown Alliance has initiated a study of the area,

		but capital funds are needed to update the infrastructure.
●	EDC	Funds for the demolition and reconstruction of pier/pilings underneath New Market Building site.
●	HPD	Develop and maintain affordable housing at diversified levels of AMI, including rent stabilized rentals units.
●		
●	MMR	Establish a constituent relationship manager (CRM) system that pushes quality of life alerts at the micro-neighborhood level
●	NYPL	Provide funding for a new library on the east side of CD1, where the residential population has been increasing rapidly with a particular increase in families and children.
●	SCA	Repair elevators serving school facilities at 75 Broad Street, 81 New Street, and 26 Broadway
●	SCA	Expand Millennium High School by leasing and building out a currently vacant floor in the building at 75 Broad Street.
●	SCA	Restore the 180 school seats lost from P.S. 150.
CS	DOT	Create viable pedestrian and bicycle connections and access to the Battery Maritime Building with open space in front of the building in association with the proposed development and to create a connection between the Eastside and Westside greenways
CS	DOT	Provide funding to build permanent pedestrian bridge in southern Battery Park City (West Thames Street bridge) while maintaining the existing bridge until the new bridge is complete and ready for use.
CS	DOT	Provide funding to study Route 9A (West Street) traffic patterns from 59 th Street to Battery Place, focusing on pedestrian and vehicular interaction.
CS	DOT	Fund NYC's portion of the redesign and reconstruction of South End Avenue in Battery Park City.
CS	DPR	Rebuild comfort station and park office in The Battery.
CS	DPR	Reconstruct playground in The Battery.
CS	DPR	Provide additional funding for the expansion and renovation of Elizabeth Berger Plaza to include Trinity Plaza.
CS	DPR	Complete construction of Peck Slip Park.

CS	EDC	Complete construction of East River Waterfront Esplanade up to Brooklyn Bridge.
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Note: CS = "Continued Support" for projects previously funded

EXPENSE:

	<u>AGENCY</u>	<u>PROJECT TITLE</u>
●	BIC	Hire more investigators to document unsafe commercial carter vehicle operation on city streets.
●	DCA	Hire additional Sidewalk Café inspectors.
●	DCLA	Provide ongoing, consistent funding for Seaport Museum operations in support of programs, ships and collections.
●	DCP	Allocate funds for staff to revise current zoning regulations for CB1 to better reflect delivery of City services and infrastructure investment to match growth of residents, workers, tourists and students.
●	DCP	Fund a study to create zoning requirements for “cold waste storage” rooms in newly constructed buildings as wells as enlargements and conversions.
●	DEP	Increase personnel for 24/7 air/noise/idling inspections (enforcement teams) including for helicopters, trucks, buses and construction equipment.
●	DFTA	Continue funding for senior programs operating at the district’s senior centers, Independent Plaza North, Southbridge Towers and St. Margaret’s House.
●	DFTA	Develop program to help urban communities who live in buildings or residential campuses apply for NORC-SSP designation with the State of New York
●	DHS/DVS	Increase funding for mental health and outreach to the homeless population in CB 1 to accommodate a perceived increase in people who need these important services.
●	DOB	Increase personnel for day, night and weekend building and construction site inspections (enforcement teams) and for additional community liaison staff, with additional resources for enforcement of Privately Owned Public Spaces (POPS) regulations and compliance.
●	DOE	Create a program to improve safety at all school lobbies.
●	DOE	Expand Student Metrocard program to cover full daily and weekend usage to allow for travel to school-related events, clubs and sports. Funding should increase to allow Metrocards for caregivers who bring children to said events.
●	DOH	Increase resources to address the proliferation of rats and other vermin in Lower Manhattan.
●	DOI	Establish Special Unit/Taskforce to address parking placard abuse
●	DOITT	Integrate Battery Park City resident service request system and security service with 311
●	DSNY	Add personnel and resources to increase frequency of residential sanitation inspections for all shifts and graffiti removal to match the residential population explosion in the district.

●	DOT	Conduct a traffic and mobility study for the entire district to address safety, sanitation and crowding issues as noted previously by CB1 and numerous other groups, including for example, the "Make Way for Lower Manhattan" initiative.
●	DOT	Fund maintenance and repair of cobblestone streets that have been rebuilt in Tribeca in recent years.
●	DOT	Provide funding to study the Holland Tunnel area and continue to pursue actions to alleviate the continuous negative impacts.
●	DOT	Study the environmental benefits of an NYC government fleet reduction goal of 20% and the various ways that this administration could achieve that goal.
●	DOT	Fund and deliver Edgar Street Traffic Study beyond the Trinity School impact to also cover Greenwich South.
●	DOT	Battery Park City North Neighborhood Traffic Study
●	DPR	Increase full-time personnel for Parks Department Enforcement (PEP) Officers and maintenance workers, including in the Battery.
●	DPR	Provide funding to supplement maintenance and upkeep at Hudson River Park.
●	EDC	Provide funds to continue maintenance of Governors Island as well as the expansion of public access to the island. The current City expense budget includes funding for the expansion of public access to Governors Island. The Trust's priority is to maintain this budgeted level of funding to facilitate the budgeted levels of service to New Yorkers.
●	HHC	Provide funding to Gouverneur Healthcare.
●	HPD	Establish a program with the aim of the preservation of affordable housing in Battery Park City.
●	NYPD	Increase personnel of 1st Precinct for quality of life issues such as bus enforcement including double decker and tour buses, street vendors, crime, traffic enforcement, noise related to disruptive bars and clubs and enforcement of traffic and parking regulations including placard parking, illegal parking and blocking curb cuts and bike lanes, black cars, limos, cyclists, motorcycles and electric bicycles.
●	NYPD	Provide traffic personnel with traffic mitigation training and mitigation measures along Canal Street at the following intersections: West Street, Washington Street, Greenwich Street, Hudson Street, Varick Street and Church Street during evening rush hours, nights and weekends and provide the same at the intersections of West Street and Albany, Liberty, Murray and Warren Streets, and at the intersections of Hudson and Vestry Streets and Hudson and Laight Streets.
●	NYPD	Fund additional school crossing guards in needed locations, especially near elementary schools. It is also critical to increase the pay rate for school crossing guards and to offer full-time positions in addition to part-time.

●	NYPD	Allocate funds for increased surveillance and law enforcement in non-permitted street encampments which are causing problems of safety, sanitation and economic distress to residents and retail merchants.
●	NYPL	Restore funding to FY08 levels to provide increased hours, diverse programming, strong collections and sufficient staff to support these functions. The services provided through the Library are needed by New Yorkers now more than ever and with increased funding can be open more hours, including evenings and weekends, when working families need them.
●	OMB	Increase Community Board budget to \$400,000 which would be the first baseline increase in over 20 years.
●	ORR	Provide funding to study and perform a cost-benefit analysis on the New York Harbor Storm Surge Barrier, which would protect all of lower Manhattan as well as other areas along NYC's vulnerable waterways.
CS	DOT	Fund proposed intersection safety improvements that resulted from the study of Route 9A (West Street) traffic patterns from 59 th Street to Battery Place, focusing on pedestrian and vehicular interaction.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: LAND USE, ZONING & ECONOMIC DEVELOPMENT

COMMITTEE VOTE: 12 In Favor 0 Opposed 1 Abstained 0 Recused
BOARD VOTE: 42 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 100 Church Street, Board of Standards and Appeals application 2018-132-BZ for a Physical Culture Establishment Special Permit for 100 Church Tenant, LLC

WHEREAS: An application has been filed with the Board of Standards and Appeals (BSA) on behalf of 100 Church Street Tenant, LLC to permit the conversion of portion of 100 Church Street to a physical culture establishment (PCE); and

WHEREAS: The proposed space consists of a portion of the building's seventh floor and has an area of 37,646 square feet. The rest of the building is commercial; and

WHEREAS: The space will be occupied by a private, members-only club. All members of the club will have access to the PCE space, which will be operated as a fitness center and spa with locker room facilities. The proposed PCE is anticipated to have a maximum of 1,285 members and would employ 11 staff members; and

WHEREAS: The maximum legal occupancy of the PCE would be 163. The PCE would be open every day from 6am to midnight. The fitness portion of the PCE would include cardiovascular equipment, strength training equipment and yoga/aerobics stations; and

WHEREAS: The applicant has demonstrated that they have given particular consideration and investment in protecting any surrounding areas and floors from any noise or vibration impact. All areas where weights will be used will be acoustically isolated by a platform and subfloor that will include Geniemat FF70LDM & Geniemat XFIT70. Geniemat FF70LDM is a shock absorbing material that reduces ambient and impact sound. Geniemat XFIT70 will provide an extra layer of cushion for falling or dropping weights, jumping and other impact sound producing activities. Ceilings throughout the fitness portion of the PCE Space will be treated with noise reducing materials: K-13 in the gym area, StarSilent in the yoga area and Perforated Gyp in the fitness classroom; now

THEREFORE
BE IT
RESOLVED

THAT: Community Board 1 does not oppose application 2018-132-BZ to the BSA for a Special Permit to allow for the conversion of a portion of the seventh floor at 100 Church Street to a PCE.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: LAND USE, ZONING & ECONOMIC DEVELOPMENT

COMMITTEE VOTE: 13 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 42 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 27 Barclay Street, Board of Standards and Appeals application 2016-4141-BZ to reopen and amend a Special Permit for a Physical Culture Establishment for the Four Seasons Hotel New York Downtown

WHEREAS: An application has been filed with the Board of Standards and Appeals (BSA) on behalf of Four Seasons Hotel New York Downtown to reopen and amend a Special Permit granted by the BSA and extend the term of the Special Permit; and

WHEREAS: The original Special Permit, granted in February 2017, authorized the applicant to operate a physical culture establishment (PCE) within a portion of the 1st and 3rd floors of a hotel and residential building at 27 Barclay Street; and

WHEREAS: The application seeks to amend the Special Permit to include an existing accessory fitness center, dance studio, and pool on the 3rd floor within the PCE and extend the term of the Special Permit to ten years from the date of the approval of this application. The PCE will otherwise continue to operate in accordance with the conditions of the Special Permit; and

WHEREAS: The PCE will not generate loud noise or vibrations. Sound attenuation blankets within partition walls will continue to absorb any noise, echoes, and reverberation that might be created by the PCE use. There are no hotel rooms or residential dwelling units directly below the PCE on the second floor, which is occupied by a ball room, meeting rooms, kitchen, storage, and mechanical rooms, or directly above the PCE on fourth floor, which is occupied by mechanical equipment; and

WHEREAS: In April 2016 Manhattan Community Board 1 adopted a resolution not opposed to the granting of the original Special Permit; now

THEREFORE

BE IT

RESOLVED

THAT: Community Board 1 does not oppose application 2016-4141-BZ to reopen and amend a Special Permit for a PCE for the Four Seasons Hotel New York Downtown.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: LAND USE, ZONING & ECONOMIC DEVELOPMENT

COMMITTEE VOTE:	13 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	42 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 388 Broadway, Board of Standards and Appeals application 2016-4238-BZ for a Special Permit to legalize an existing Physical Culture Establishment (Eden Day Spa)

WHEREAS: An application has been filed with the Board of Standards and Appeals (BSA) to legalize a physical culture establishment (PCE), Eden Day Spa, on the first floor, cellar floor, and sub-cellar level of 388 Broadway, a 5-story commercial building; and

WHEREAS: This space was previously granted a Special Permit for the PCE from the BSA in December 2004 which expired in July 2013; and

WHEREAS: The establishment has undergone recent renovations and now includes “Eden Med Spa”, offering treatments such as botox, IV hydration, cool sculpting, microneedling, etc. This resolution comments only on the spa portions of this establishment and not on the “Eden Med Spa”; and

THEREFORE
BE IT
RESOLVED

THAT: Community Board 1 does not oppose application 2016-4238-BZ for a Special Permit to legalize an existing PCE (Eden Day Spa) at 388 Broadway.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	8 In Favor	2 Opposed	0 Abstained	0 Recused
BOARD VOTE:	41 In Favor	0 Opposed	1 Abstained	0 Recused

RE: 80-82 White Street, application for approval of ground floor flag identifying the building by its address

WHEREAS: This application calls for the addition of a flag pole to a building in the Tribeca East Historic District, at the corner of White Street and Cortland Alley, and

WHEREAS: Precedent exists for a flag pole at this location, and

WHEREAS: Part of the building will be used to house galleries and for art-related usage, now

THEREFORE

BE IT

RESOLVED

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

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

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

RE: 80 Centre Street, application for landmark status

WHEREAS: 80 Centre Street is a magnificent municipal building on Worth Street, at the northern end of Foley Square, which opened in 1928, and

WHEREAS: It was designed by William Haugaard in an art deco style, with a glorious and celebrated lobby and a notable granite façade, and

WHEREAS: 80 Centre Street was specifically constructed under a height restriction to maintain the symmetry of Foley Square and not cause shadows in the area, and

WHEREAS: It is acknowledged as being eligible for listing in the National Register of Historic Places, and

WHEREAS: Given the building's grandeur, significance and presence, it had always been assumed by the community that it was already a New York City designated landmark, and

WHEREAS: Whatever future uses the city may have for 80 Centre, it demands designation as a New York City landmark, since it is as fine an example of Manhattan's architectural presence as any, now

THEREFORE

BE IT

RESOLVED

THAT: CB1 along with many other civic organizations, urges the Landmarks Preservation Commission to designate 80 Centre Street as an individual New York City landmark.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	6 In Favor	2 Opposed	0 Abstained	0 Recused
BOARD VOTE:	32 In Favor	5 Opposed	5 Abstained	0 Recused

RE: Pier 17, an application for interior common space alterations to the LPC established view corridors under the Pier 17 Landmarks Preservation permit

WHEREAS: This application calls for the installation of two corridor doors and two large perimeter doors, and

WHEREAS: The committee requested that the applicant provide a walking tour to determine the magnitude of the proposed renovations – they applicant obliged, and

WHEREAS: A majority of the committee felt that by closing off the view corridors with doors, the space would no longer be in the spirit of the original “open” Landmarks Commission permit, and

WHEREAS: The design for the doors blend in with the existing brand-new materials and the larger doors resemble hanger-type doors in the scale of the building, and

WHEREAS: The need for usable winter spaces around the pier is clear and creating a larger pedestrian climate-controlled space may be one solution, and

WHEREAS: Manhattan Community Board 1 (CB1) has not received a Master Plan for the Seaport Historic District from the New York City Landmarks and Preservation Commission (LPC) after repeated requests for 18 years, and CB1 stands by their original request for a Master Plan from LPC to facilitate preservation of Pier 17 in a clearly defined and uniform standard, now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 recommends the Landmarks Preservation Commission not reconsider additional modifications to the pier 17 building at this time and study the impact of seasonality on the development’s success before additional enclosures are added.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

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

RE: 42 Walker Street an application for a one-story rooftop addition and for the purposes of approving a Certificate of Appropriateness (C of A) in exchange for a modification of use permit (MOU) pursuant to ZR 74-711

WHEREAS: This proposed one-story addition is not visible from any public way, and

WHEREAS: The scale, setback and rear yard of the additional floor is in keeping with the two adjacent buildings, and

WHEREAS: The applicant is requesting waivers of ZR 23-692 & 23-47 pursuant to ZR 74-711, and

WHEREAS: In exchange for the waiver of the above zoning resolutions the applicant will bring the entire building envelope and sidewalk back to first class condition including vault light restoration, additional vault lights, in-kind material replacement, fire-shutters, and

WHEREAS: The applicant must maintain 42 Walker Street in top quality condition in perpetuity, now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 recommends the Landmarks Preservation Commission Approve the one-story non-visible roof addition.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

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

RE: 131-35 Duane Street a.k.a the Hope Building, an application for a two-story rooftop addition

WHEREAS: This application calls for the complete restoration of the entire building envelope including, marble restoration, masonry and cast-iron replacement materials in kind, all new wood windows to match historical profiles, and

WHEREAS: The applicant proposes a 22 foot tall 2-story rooftop addition with mechanical equipment, and

WHEREAS: No physical samples for the addition were presented – This is a Community Board 1 requirement, and

WHEREAS: Six people attended the meeting from the surrounding block to speak against the visibility of both stories from south on Church Street, and

WHEREAS: In fact, the proposed addition and its roof mechanical equipment is highly visible from Church Street over the building’s primary façade and the complimentary neighboring Italianate façade to the east, now

THEREFORE
BE IT
RESOLVED

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

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	10 In Favor	2 Opposed	0 Abstained	0 Recused
PUBLIC VOTE	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	41 In Favor	0 Opposed	1 Abstained	0 Recused

RE: 130 Water Street, application for beer and cider license for Cafe Water

WHEREAS: The applicant, HMSDS USA Corp, is re- applying to CB1 for an Eating Place Beer license for Cafe Water, as their 6 month period to apply to the SLA has passed; 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 establishment is a restaurant and delicatessen with a total of 3200 square feet including a 100 square foot dining area with 10 tables and 22 seats; and

WHEREAS: The hours of operation will be 10:00AM to midnight Sunday through Saturday for the delicatessen café, and the delicatessen will sell beer and wine to-go in accordance with SLA law; and

WHEREAS: The applicant has represented that there will be recorded background music from speakers, and no DJs, live music, dancing, promoted events, or non-musical entertainment; and

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

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

THEREFORE
BE IT
RESOLVED

THAT: CB1 *opposes* the granting of an Eating Place Beer license to HDSMS USA Corp, at Cafe Water *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	9 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE	1 In Favor	0 Opposed	0 Abstained	1 Recused
BOARD VOTE:	42 In Favor	0 Opposed	0 Abstained	0 Recused

RE: New Amsterdam Pavilion at Peter Minuit Plaza, application for liquor license for Waves Cafe

WHEREAS: The applicant, Nandita Inc., is applying for a beer and wine license for Waves Cafe; 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 establishment is a 900 square foot building with a 2,500 square foot pavilion/dining area with 20 tables and 80 seats, and a 12 foot serving kiosk counter; and

WHEREAS: The hours of operation will be 10:00AM to 11:00PM November through March and 10:00AM to 1:00AM April through October during the summer; and

WHEREAS: The applicant has represented that there will be recorded background music from 6 speakers, and no DJs, live music, dancing, promoted events, or non-musical entertainment; and

WHEREAS: The applicant will have a staff member to monitor the exterior of the premises to ensure that no alcoholic beverage will be taken out of the licensed area; and

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

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

THEREFORE
BE IT
RESOLVED

THAT: CB1 *opposes* the granting of a liquor license to Nandita Inc., at New Amsterdam Pavilion and Peter Minuit Plaza *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: LICENSING & PERMITS

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

RE: 86½ Nassau Street, application for liquor license for Loft Candies

WHEREAS: The applicant, Sam O'Connor and Pat Hartigan, is applying for a liquor license for Loft Candies; 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 has agreed to install soundproofing to conform to CB1 definition of background music, such that any sound will not be heard outside or by neighbors;

WHEREAS: The establishment is a restaurant and bar that will occupy the entire small brick building, including the cellar for preparation and storage, 1st floor kitchen and dining, mezzanine for dining, and penthouse for dining; and

WHEREAS: This includes a total of 2200 square feet with a 1300 square foot dining area with 20 tables and 60 seats, 700 square feet of bar area with 2 stand up bars and 1 service bar with 4 tables and 20 seats; and

WHEREAS: There is also an open space of 300 square feet on the roof that could be an issue for the neighbors, who already have noise issues from a neighboring bar and from parties on terraces at 17 John; and

WHEREAS: CB1 prefers not to recommend license approval for any open roof space, particularly in a residential area; and

WHEREAS: The applicant is under time pressure with the building owner to close on the space, and does not yet know if he can legally enclose that open area into the penthouse; and

WHEREAS: The hours of operation for all interior spaces will be noon to 1:00AM Sunday through Wednesday and noon to 2:00AM Thursday through Saturday, with food service until midnight on Sunday through Wednesday and to 2AM on Thursday through Saturday; and

WHEREAS: The applicant has a good record in the neighborhood, having owned and run The

Trading Post at 170 John, the committee is therefore agreeable in this particular case that if the 300' open space on the roof is to remain open, it will have no music of any kind and will close by 8PM every night, after which there will be no usage of any kind in that space; and

WHEREAS: If the 300 square foot space remains open, someone will monitor the door from the penthouse so that it will not be left open allowing noise to escape after people pass through; and

WHEREAS: If however the applicant can enclose that 300 square foot space within the penthouse, background music only and the 1AM/2AM hours agreed to for interior spaces will then be operative; and

WHEREAS: The applicant has promised to give neighbors his personal phone number and will respond personally and in real time to any complaints; and

WHEREAS: The applicant will have a door checker to monitor ID's; and

WHEREAS: The applicant has promised that he will provide CB1 prior to our Board meeting the Acoustilog report detailing the soundproofing measures; and

WHEREAS: The applicant has represented that there will be recorded background music from multiple speakers, and DJs changing jazz records on weekends only, and no live music, dancing, promoted events, or non-musical entertainment; and

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

WHEREAS: The applicant is welcome to return a year after the start of operations to ask for later hours; and

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

THEREFORE
BE IT
RESOLVED

THAT: CB1 opposes the granting of a liquor license to Sam O'Connor and Pat Hartigan, at Loft Candies unless the applicant complies with the limitations and conditions set forth above; and

BE IT
FURTHER
RESOLVED

THAT: Manhattan Community Board 1 (CB1) recommends that the New York State Liquor Authority (SLA) deny this application due to applicant's failure to comply with the agreed-on stipulation that they submit an acoustic report for proper review before the CB1 full board meeting, and CB1 recommends the SLA defer action and scheduled hearings until CB1 receives the acoustic report from applicant and reviews it.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMITS

COMMITTEE VOTE: 4 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 12 In Favor 21 Opposed 3 Abstained 0 Recused

RE: Street Co-Naming application submitted by NYPD Transit District Two

WHEREAS: NYPD Transit District Two is proposing a street co-naming for West Broadway between Lispenard Street and Canal Street (North-East Corner sign at West Broadway & Lispenard) in honor of Police Officer James D. McNaughton, and

WHEREAS: James D. McNaughton was the first New York City Police Officer to be killed in action while serving in “Operation Iraqi Freedom”; and

WHEREAS: James was a member of the first class to graduate the police academy after 9/11. Both his mother and father are retired from the NYPD; and

WHEREAS: Having enlisted in the reserves after being honorably discharged from his service in the United States Army in the summer of 2001, James was reactivated for his first deployment in October 2002. He returned to NYC and his assignment at NYPD Transit District Two after completing his first deployment, but was called up for a second deployment in 2004; and

WHEREAS: Assigned to teach Iraqi police officers how to run a prison in Baghdad, Staff Sgt. Jimmy McNaughton volunteered for a dangerous assignment since other members of his unit had families with young children back home. On August 2, 2005, James was killed during that assignment; and

WHEREAS: The Officers submitting this application for NYPD Transit District Two have submitted a number of petitions with strong support for this application, including from all the tenants in the area of the proposed co-naming; now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 requests that the New York City Council co-name West Broadway between Lispenard Street and Canal Street in honor of Police Officer James D. McNaughton.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: WATERFRONT, PARKS & RESILIENCY

COMMITTEE VOTE: 11 In Favor 0 Opposed 0 Abstained 2 Recused
BOARD VOTE: 39 In Favor 0 Opposed 1 Abstained 2 Recused

RE: Citigroup/Hudson River Park Trust water taxi proposal for Pier 25

WHEREAS: Citigroup has been selected by the Hudson River Park Trust (HRPT) to run a private water taxi service for the proposed exclusive use of Citigroup employees and guests at a new dock planned for the south side of Pier 25 to connect with Newport Marina in Jersey City, New Jersey; and

WHEREAS: The ferry boat, a water taxi, holding a maximum of 49 passengers, is proposed to run Monday – Friday from 9am-4pm every ½ hour, 12 months a year. We understand that this new dock will be made available for use by others. The proposed dock and ferry service is scheduled to begin operation as early as the end of this year; and

WHEREAS: Numerous concerns were raised by the Waterfront, Parks & Resiliency Committee members and community residents during the presentation from HRPT in September 2018; and

WHEREAS: Community Board 1 (CB1) sent a letter to HRPT on October 3, 2018 to address the concerns and questions raised at that meeting; and

WHEREAS: CB1 received a response letter from HRPT on October 12, 2018. The letter states that initial approvals for the park were issued about 20 years ago which authorized the landing and service at that specific location and as such the current proposal for the water taxi landing and service is fully consistent with park plans and permits originally developed with CB1's input; and

WHEREAS: Regarding public benefit, the letter states that a primary public benefit is to eliminate over 15,000 shuttle bus trips per year in CD1. However, a Tribeca Trib article published on October 22, 2018 states that a Citi spokeswoman said 15,000 is the number of *all* Citi shuttle bus trips, including those between offices at 111 Wall St. and 388 Greenwich St., and declined to comment on how many of those trips are made only between Jersey City and Manhattan; and

WHEREAS: Additionally regarding public benefit, the letter from HRPT also states that Citi will create a new maritime boating resource within the park, and that the Trust may grant others permission to dock at this facility; and

WHEREAS: The letter confirmed that the Citi water taxi vessel will have a capacity restriction of no more than 49 passengers and crew and that HRPT will use good faith efforts to implement and utilize the best available technology in the United States in order to minimize emissions; and

WHEREAS: The letter also explains the operation measures that will be taken as not to disturb users to the park and confirms that the water taxi landing was the subject of an environmental review which concluded that no significant adverse impacts on marine life would result from its construction or operation; and

WHEREAS: HRPT further confirms in the letter that the Trust intends to pursue a sailing school operator at Pier 25, that the existing mooring field operation will continue, and that the proposed dock can accommodate boats with a capacity of approximately 350 people if needed during an emergency evacuation; and

WHEREAS: Representatives from HRPT and Citigroup attended the October 2018 Waterfront, Parks & Resiliency Committee to further discuss these questions and concerns with committee members and with the public; and

WHEREAS: Although water dependent, the primary use of the ferry is to benefit a private commercial entity; and

WHEREAS: It was not made clear to the committee by HRPT why the loading/unloading dock could not be located in another location along the pier further away from the playground and the bulkhead; and

WHEREAS: HRPT has represented to CB1 that they have already obtained the necessary approvals for this site and did not need to engage the Board for a recommendation on this matter; and

WHEREAS: Construction of the water taxi landing began on October 22, 2018; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 thanks HRPT and Citigroup for continuing the dialogue to address the concerns and questions from CB1 and its constituency regarding the planned water taxi dock at Pier 25. However, CB1 does not support the fact that HRPT has begun construction of the water taxi landing before meaningful discussion has concluded; and

BE IT
FURTHER
RESOLVED

THAT: CB1 requests that HRPT install air quality monitoring devices within the park to assess emission impacts from the water taxi service and that they make the results accessible to the public. If it is found that harmful amounts of emissions are produced, CB1 asks that Citi and HRPT work to move the landing to an alternative location; and

BE IT
FURTHER
RESOLVED

THAT: CB1 further requests that Citigroup assess the possibility of expanding use of the water taxi outside the weekday service hours to transport our local little league and soccer league teams as well as the general public to and from Governors Island; and that HRPT consult with CB1 to identify additional uses of the water taxi dock outside of the established weekday service hours; and

BE IT
FURTHER
RESOLVED

THAT: CB1 additionally requests that Pier 11 be considered as a potential future destination for a water taxi service as a means of connecting the west side to the East River ferries.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 23, 2018

COMMITTEE OF ORIGIN: YOUTH & EDUCATION

COMMITTEE VOTE: 13 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 42 In Favor 0 Opposed 0 Abstained 0 Recused

RE: P.S.150 lease extension

WHEREAS: The DOE made a recent announcement that the landlord who holds the lease at 334 Greenwich St., which houses the revered PS 150, a K-5 school has advised that they will not be renewing the school's lease, and

WHEREAS: The DOE/SCA has proposed that they move the students of PS 150 into Peck Slip School, a Pre-K – 5 school that is in the Seaport, and

WHEREAS: The DOE has been aware of this news for some time and yet only notified the families of PS 150 in early October, and

WHEREAS: Families make the decision of what elementary school to send their children to well in advance of 10 months prior to their children starting elementary school. Notice is essential to all prospective families, especially families with small children, regarding school moves and closures, and

WHEREAS: The Peck Slip school houses a Universal Pre-K, the Mayor's campaign initiative, which the Pre-K provider holds a contract for, and which the DOE says will need to be dissolved to make room for PS 150, and

WHEREAS: Peck Slip School was built without a gym and auditorium, but instead a gymatorium, which is a combination of those two rooms, as well as a rooftop play space that isn't large enough for even one grade to recreate together at recess. This has greatly affected curriculum, gym classes, theatre arts programming and a safe place for the children to gather when there is inclement weather, and

WHEREAS: Peck Slip school administration has already called upon CB1 to help garner additional play space for the Peck Slip children for gym, recess and performances due to this lack of common space, and

WHEREAS: 70% of the children attending PS 150 live on the West side of Lower Manhattan, the Peck Slip school being in the far eastern part of the neighborhood with no public transport across the community district, and

WHEREAS: PS 150 is a gem of our community – a Blue Ribbon school of which there are very few in NYC and across the country, and

WHEREAS: PS 150 has had consistently high student test scores and their unique curriculum model has proven successful year after year since opening in 1993, now

THEREFORE

BE IT

RESOVLED

THAT: The DOE/SCA renegotiate the lease with Stellar/Vornado at 334 Greenwich St. to provide for an extension of at least 3-4 years for PS 150 until at which time it can be moved to a stand-alone location so that the children and families can move once, not twice, during their tenure at the school, to their permanent location.