

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: LAND USE, ZONING & ECONOMIC DEVELOPMENT

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	1 Rescued
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	39 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: 84 Franklin St. – BSA application 2019-296-BZ for a special permit to allow the operation of a physical culture establishment (Aire Ancient Baths)

WHEREAS: An application has been submitted to the Board of Standards and Appeals for a special permit to allow a physical culture establishment (PCE) within an existing mixed-use building at 84 Franklin Street; and

WHEREAS: The lot at 84 Franklin Street is currently developed with a sub-cellar, cellar and four-story mixed-use building. Currently the building is unoccupied at the lower levels with a proposed renovation to occur that will result in the proposed PCE use on the sub-cellar, cellar, first floor and first floor mezzanine of the existing building; and

WHEREAS: The proposed PCE will be connected to an enlargement of an existing PCE located at 88 Franklin Street. The existing PCE - operated as Aire Ancient Baths - was established in 2011 pursuant to a grant of a special permit application by the Board under Cal. No. 27-11-BZ. Aire Ancient Baths is a spa that offers a variety of water pools, sauna and steam bath areas, hydromassage and other spa treatments; and

WHEREAS: The proposed PCE use will be an expansion of the existing PCE in the adjacent building. The sub-cellar will contain mechanical space. The cellar level will contain massage rooms and mechanical space. The first floor will have additional massage areas, baths, sauna and storage areas. A proposed mezzanine will contain an additional pool/bath area. The building will have a street entrance as well as proposed connections to the building at 88 Franklin Street at the first floor and cellar levels; and

WHEREAS: No noise issues are anticipated with the PCE use as only ambient music is played at lower volumes and no weight related activities occur. There have also been no known noise complaints associated with the existing PCE at 88 Franklin St.; and

WHEREAS: Hours of operation for the proposed PCE will be the same as for the existing spa: 8:00 AM to 11 :00 PM daily. Appointments are required and booked prior to visitation, resulting in a limited number of patrons at the facility at any given hour. No parking is required for the proposed PCE; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 does not oppose application BSA 2019-296-BZ for a special permit to allow the operation of a PCE (Aire Ancient Baths) at 84 Franklin Street.

COMMUNITY BOARD #1 –MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

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

RE: 245 Water Street, interior renovation of an existing residential building with associated exterior work including new rooftop structure using metal, wood and cement board cladding materials, bulkhead, and window replacement

WHEREAS: The application is to convert the present two-family dwelling into a multi-family (four) residential building for the new owner – Trinity Church; and

WHEREAS: The original warehouse building from 1835 was converted into residential use in 2008; and

WHEREAS: The applicant is working to the very stringent Passive House Standards – for Green Sustainable Building Standards; and

WHEREAS: The storefront level of the building will be altered to allow for the two forms of egress required for a multi-family residence, with the original stone water table being removed to allow for the residential egress, with clear tripled glazed doors and two large windows with transoms for the storefront and store entrance; and

WHEREAS: The granite columns would be repaired in kind and new dutchman capitals will replace the damaged and missing ones; and

WHEREAS: The signage was not part of this application and will be approved at staff level in accordance with LPC guidelines; and

WHEREAS: The four stories above the storefront will have new tripled glazed double hung wood windows to replace the 2008 restoration; and

WHEREAS: The bulkhead and roof would include a new 25’ tall elevator bulkhead and solar energy roof system; and

WHEREAS: The bulkhead and solar energy roof system would not be visible from the street in front of the building; and

WHEREAS: The bulkhead is highly visible – the Committee inquired if the applicant had considered placing the mechanicals in the basement – but was advised this could not be done as the building is in the flood zone and it would be a hardship to place the equipment on the second floor of this modest building – which the Committee agreed with; and

WHEREAS: The Committee was concerned about the loss of the water table – but appreciated this was unavoidable to provide ADA compliance and given the need for three egresses and a storefront – but requests that the owner carefully remove the water table and store it in the basement for potential future use; and

WHEREAS: The Committee commented that 12-over-12 divided lights were more common than double hung windows in the South Street Seaport District, to which the applicant agreed to review applying divided mullions to the new windows to achieve this effect; and

WHEREAS: The Committee asked the applicant to confirm the need for two residential forms of egress as the building is lower than 75’ tall – which the applicant agreed to research; and

WHEREAS: The Committee commended the applicant on its very helpful and thorough presentation; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 recommends the Landmark Preservation Commission approve the application.

COMMUNITY BOARD #1 –MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE: 9 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 40 In Favor 0 Opposed 0 Abstained 1 Recused

RE: Broad Street and Wall Street, proposal of concept design to replace existing benches

WHEREAS: The application is the first implementation of the work on the improving the Stock Exchange District – issued by the Downtown Alliance in May 2018; and

WHEREAS: The recommendations have not been funded –at an estimated cost of up to \$70 Million – less than 10% of the DOT’s annual budget; and

WHEREAS: The Downtown Alliance has allocated funding for the design, build and maintenance of benches on Broad and Wall Streets; and

WHEREAS: The designs are sensitive to the fact the Broad and Wall Streets are part of the landmarked road bed – the only such landmark in the City; and

WHEREAS: The designs also acknowledge the tapering historic curbs along Broad Street; and

WHEREAS: There will be two benches on Broad Street that are 32’ long and taper from over 9’ to less than 7’ - opposite the Stock Exchange – they will flank the Fearless Girl; and

WHEREAS: The bench on Wall Street will be opposite Federal Hall - 24’ long and taper from 5’ to 2’; and

WHEREAS: They benches are free standing, are raised off the road/curb to facilitate drainage and incorporate an element for seasonal plantings; and

WHEREAS: The benches will incorporate ½” notches which discourage skate boarding; and

WHEREAS: The bench design is ADA compliant; and

WHEREAS: The bench design incorporates an element for small railings to be added later - if it turns out that they as used by the homeless; and

WHEREAS: The material used will be Glass Fiber Reinforced Concrete with a color that fits appropriately with the original granite curb – this material is strong, durable, easy to maintain and has been used successfully in other locations; and

WHEREAS: Several members of the Committee did not like incorporating a planter – feeling the street should remain without any seasonal plantings; and

WHEREAS: The Committee supported the design noting they would accentuate the magnificent view corridors; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 recommends the Landmarks Preservation Commission approve this application; and

BE IT

FURTHER

RESOLVED

THAT: CB1 calls upon the City to fund for the entire vision in 2021.

COMMUNITY BOARD #1 –MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE: 9 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 41 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 15 Park Row, storefront master plan for current and future storefront alterations, and restoration work including door locations, bulkheads, signage and marquee sign

WHEREAS: The applicant wishes to make modifications to the Park Row and Ann Street storefront façades of this magnificent Beaux Art individual New York City landmark; and

WHEREAS: This was an early skyscraper, erected in 1896 and, at the time, the tallest building in the world; and

WHEREAS: Except for unfortunate storefront redesigns in the 1930s, the building has survived its century and a quarter remarkably intact: and

WHEREAS: J&R moved out of the building in 2010; and

WHEREAS: The applicant is proposing a tasteful program for future signage on newly demised retail spaces; and

WHEREAS: The applicant plans substantial and respectful restoration to the predominantly bronze storefronts; and

WHEREAS: All of the restoration work, door placement, and bulkhead work is surprisingly thorough, thoughtful, and of high quality, at least as presented; and

WHEREAS: That marquee and branding, while an improvement over the failed post-9/11 attempt by J&R to rename all of Park Row “J&R Row,” is nevertheless an awful and jarring contrast to all the rest of the proposal; and

THEREFORE
BE IT
RESOLVED

THAT: CB1 recommends approval of this application.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE: 9 In Favor 0 Opposed 0 Abstained 0 Rescued
PUBLIC VOTE: 0 In Favor 1 Opposed 0 Abstained 0 Rescued
BOARD VOTE: 41 In Favor 0 Opposed 0 Abstained 0 Rescued

- RE: 125 Chambers Street, application for unenclosed sidewalk café license for Sweetgreen New York LLC d/b/a Sweetgreen
- WHEREAS: The applicant, Sweetgreen New York LLC, is applying for an unenclosed sidewalk cafe license for 8 tables and 18 seats; and
- WHEREAS: Given the fact that a previous applicant in the previous years appeared before the committee in June 2017 and applied for a sidewalk cafe permit for the same address; and
- WHEREAS: Neighbors in the adjacent residential buildings spoke at the June 2017 committee meeting in opposition to the proposed sidewalk cafe because of congestion on the sidewalk; and
- WHEREAS: The review of that previous application resulted in a resolution passed in July 2017 rejecting the sidewalk cafe permit due to issues and concerns from neighbors and the community; and
- WHEREAS: The whereas clauses outlined in the July 2017 resolution for that previous application contain information that remain relevant to the neighborhood to this day, as provided below; and
- WHEREAS: The North side of Chambers Street is a major thoroughfare for thousands of Borough of Manhattan Community College and Stuyvesant High School students each day; and
- WHEREAS: Neither school was located in Tribeca when the list of streets on which sidewalk cafes were legal was promulgated in the 1970's; and
- WHEREAS: This location is proximate to major bus and subway stops, and several major construction sites, and
- WHEREAS: Safety issues still present a concern if bottleneaking causes students to step off the curb in the rush for classes throughout the day; and
- WHEREAS: The neighborhood has changed since the sidewalk cafe regulations were promulgated from commercial to increasingly mixed use residential/commercial and there are no sidewalk cafes located on the full length of Chambers Street; and
- WHEREAS: Although one resident expressed support to the current management and their efforts on how trash is left out on the street from the establishment compared to the previous owner; and

WHEREAS: The resident also stressed how the trash left outside on one side of the street and e-bikes completely blocks the street; and

WHEREAS: The residents of the surrounding neighborhood were notified in accordance with Department of Consumer Affairs guidelines. Concerns from the community and the Board still exist regarding the added traffic, construction projects, pedestrian crossing, trash disposal and the complications ensued from the factors described; and

WHEREAS: The Committee feels that the safety of the students from the schools should override the 40-year designation of Chambers Street for sidewalk cafes; and

WHEREAS: Through this second appearance, there are no issues with the business per se, although the logistics of a sidewalk cafe anywhere on this street present a challenge with the same reasons from the July 2017 resolution as to why a sidewalk cafe permit was disapproved; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 rejects new unenclosed sidewalk cafe license application for Sweetgreen New York LLC d/b/a Sweetgreen at 125 Chambers Street in concurrence with the resolution passed by the City Council in July 2017 to not allow a sidewalk cafe on that location on Chambers Street.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE: 9 In Favor 0 Opposed 0 Abstained 0 Rescued
PUBLIC VOTE: 1 In Favor 0 Opposed 0 Abstained 0 Rescued
BOARD VOTE: 35 In Favor 4 Opposed 2 Abstained 0 Rescued

RE: 285 West Broadway, application for unenclosed sidewalk café license for St. Helier Tavern LLC d/b/a TBD

WHEREAS: The applicant, St. Helier Tavern LLC, is applying for an unenclosed sidewalk cafe license for 40 seats and 8 tables; and

WHEREAS: The residents of the surrounding neighborhood were notified in accordance with Department of Consumer Affairs guidelines. No residents registered objections with the permit application; and

WHEREAS: The New York City Landmarks and Preservation Commission has reviewed the new application and finds that the work will have no effect on significant protected features of the building; and

WHEREAS: The hours of operation will be from 12PM to 12AM seven days a week; and

WHEREAS: The applicant originally applied for 11 tables and 52 seats, and has agreed to the Committee's request to modify the seating to 8 tables and 40 seats; and

WHEREAS: The applicant has agreed to have no tables North of the telephone phone booth on West Broadway; and

WHEREAS: The applicant has also agreed to have no tables or seats on Canal Street; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 approves the new unenclosed sidewalk cafe license application for St. Helier Tavern LLC d/b/a TBD at 285 West Broadway.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE: 9 In Favor 0 Opposed 0 Abstained 0 Rescued

PUBLIC VOTE: 1 In Favor 0 Opposed 0 Abstained 0 Rescued
BOARD VOTE: 41 In Favor 0 Opposed 0 Abstained 0 Rescued

RE: 40 Wall Street, application for liquor license for Italian Food Zone USA Corp.

WHEREAS: The applicant, Italian Food Zone USA Corp., is applying for an on-premise liquor license for Nerolab

WHEREAS: The establishment is a full-service Italian restaurant; and

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

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

WHEREAS: The establishment is a 17,910 square foot restaurant with a maximum public assembly capacity of 466, and a 7,126 square foot dining area with 111 tables and 313 seats, and a 657 square foot bar area that's included in the dining area with 30 tables and approximately 90 seats plus 9 bar stools and 3 window seats, and a 829 square foot kitchen area, and one L-shaped 18'x6' bar/food counter located on the southwest side of the premises near the main entrance with 9 seats; and

WHEREAS: The applicant intends to use the ground floor for dining and the basement for storage only; and

WHEREAS: The hours of operation will be from 7AM to 12PM Monday through Thursday, and 7AM to 1AM Friday and Saturday, and 10AM to 12AM on Sunday; and

WHEREAS: The applicant has represented that there will be recorded background music, three TV monitors, no live music, no DJs, no scheduled performances, no cover-fee events, promoted events, and no dancing; and

WHEREAS: The applicant has agreed to abide by the CB1 definition of background music, such that no sound from events, performances or music will be heard outside the premises or by neighbors; and

WHEREAS: The applicant will have delivery of supplies, goods and services loaded after 7AM; and

WHEREAS: The applicant does not intend to apply for a sidewalk cafe license until at least a year after beginning operation; and

WHEREAS: The applicant will not have French doors or windows; and

WHEREAS: The applicant will have cooking classes with an attendance of around 20 to 30 persons per class; and

WHEREAS: The applicant has agreed that the cellar will not be open to the public; and

WHEREAS: The applicant intends to return in one year to apply for a sidewalk cafe; 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 Italian Food Zone USA Corp. d/b/a Nerolab at 40 Wall Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Rescued
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	41 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: 8-12 Stone Street, application for liquor license for Antinori Restaurant Inc. & NY Stone Street Hotel AB Licensee LLC & Pollin/Miller Hospitality

WHEREAS: The applicant, Antinori Restaurant Inc. & NY Stone Street Hotel AB Licensee LLC & Pollin/Miller Hospitality, is applying for an on-premise liquor license for Antica, Double Tree by Hilton New York Downtown, & PM Hotel Group; and

WHEREAS: The establishment is a hotel and restaurant; and

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

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

WHEREAS: The establishment is a 148,254 square foot restaurant with a public assembly capacity of 801, and a 820 square foot dining area with 36 tables and 60 seats, and a 255 square foot bar area with 5 tables and 10 seats, and a 858 square foot kitchen area, and one rectangular straight stand-up bar that's 17 feet and 10 inches located on the first floor of the restaurant, and no food counters, and an outdoor patio dining space that's 135 square feet with 5 tables and 10 seats; and

WHEREAS: The applicant intends to license all 43 floors of the hotel, with the restaurant located on the first floor and alcohol served throughout the establishment; and

WHEREAS: The cellar will have mechanical rooms and house-keeping quarters, the 1st floor will be the restaurant, the second floor will be the lobby, the third floor will have the board room, and all other floors will be hotel rooms, and alcohol storage will be on the 5th and 8th floors; and

WHEREAS: The applicant currently has a license for a seasonal patio that is located outside of the restaurant's main entrance, which consists of 5 tables with 2 seats at each table; and

WHEREAS: The hours of operation and food service hours will be from 7AM to 11AM and 12PM to 11PM Sunday through Saturday, and bar service hours from 12PM to 12AM Sunday through Saturday; and

WHEREAS: The applicant has represented that there will be recorded background music, no live music, no DJs, no scheduled performances, no cover-fee events, promoted events, no non-musical entertainment and no dancing; and

WHEREAS: The applicant intends to have each hotel room with a TV; and

WHEREAS: The applicant has agreed to abide by the CB1 definition of background music, such that no sound from events, performances or music will be heard outside the premises or by neighbors; and

WHEREAS: The applicant will have delivery of supplies, goods and services loaded between the hours of 7AM and 6PM on Bridge Street; and

WHEREAS: The applicant does not intend to apply for a sidewalk cafe license until at least a year after beginning operation; and

WHEREAS: The applicant does not intend to have rooftop dining; and

WHEREAS: The applicant will not have French doors or windows; 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 Antinori Restaurant Inc. & NY Stone Street Hotel AB Licensee LLC & Pollin/Miller Hospitality d/b/a Antica, Double Tree by Hilton New York Downtown & PM Hotel Group at 8-12 Stone Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: QUALITY OF LIFE & DELIVERY SERVICES

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	41 In Favor	0 Opposed	0 Abstained	0 Recused

RE: World Trade Center Health Program 9/11 Millennial Study

WHEREAS: The National Institute for Occupational Safety and Health (NIOSH) is the federal agency that houses the WTC Health Program and is charged with the study of how the WTC disaster affected the health of first responders and survivors from the Lower Manhattan Community; and

WHEREAS: To date, much of NIOSH's WTC research has focused on health outcomes from adult males, as this population was the first to exhibit serious health effects; and

WHEREAS: There are key research gaps regarding the WTC disaster's impact on the health of women and the approximately 35,000 minors who lived in or attended school in Lower Manhattan on and in the months after 9/11; and

WHEREAS: A large cohort of people exposed to the disaster as children is needed so that the NIOSH can conduct a long-term study (called the 9/11 Millennial Study) to identify and understand the emerging 9/11 health needs of young adults; and

WHEREAS: The WTC Health Program has directed the WTC Health Registry to conduct a "feasibility phase" for the 9/11 Millennial Study, but the WTC Health Registry's effort has moved slowly, while 9/11-exposed young adults continue to disperse; growing increasingly hard to reach; now

THEREFORE
BE IT
RESOLVED

THAT: Manhattan Community Board 1 echoes the Survivor Steering Committee and the World Trade Center Scientific and Technical Advisory Committee in calling on Dr. John Howard, Administrator of the World Trade Center Health Program and NIOSH to "move with deliberate speed to assemble the 9/11 Millennial Study cohort;" and that "furthermore, everything needed should be done to protect the 9/11 Millennial Study and ensure its moving forward"; and

BE IT
FURTHER
RESOLVED

THAT: All agencies under the jurisdiction of the City of New York and New York State immediately identify and preserve all records that may be used by this study, the World Trade Center Health Program, or the 9/11 Victim's Compensation Fund to prove program eligibility for minors until the year 2093.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY

COMMITTEE VOTE:	5 In Favor	2 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	21 In Favor	11 Opposed	3 Abstained	0 Recused

RE: Rector Street Bridge

WHEREAS: New York City Councilwoman Margaret Chin received petitions with over 2,700 signatures asking that the Rector Street Pedestrian Bridge be retained, versus removed by Skanska, after they complete the new West Thames Pedestrian Bridge. There has been an outpouring of support from community members advocating for the Rector Street bridge to remain open and operational; and

WHEREAS: Councilwoman Chin asked Manhattan Community Board 1 (CB1) to extend community engagement regarding the bridge so that options and alternatives to demolishing the Rector Street Pedestrian Bridge could be reviewed with community members; and

WHEREAS: Community members, both for and against saving the Rector Street Bridge, met with representatives from the Mayor's Office of Capital Project Development, New York State Department of Transportation (NYS DOT), the Economic Development Corporation, Skanska and the Battery Park City Authority (BPCA) where they voiced their concerns, were told the many reasons for demolition and had their questions answered regarding the bridge; and

WHEREAS: CB1 has held multiple meetings and hearings over the past 18 years, which have resulted in the passage of six resolutions since December 2001 that have consistently acknowledged that the Rector Street Bridge is temporary. In 2009 a resolution about the replacement bridge's location at West Thames was passed. After that the Rector Street Bridge was made smaller so that it could continue until the West Thames Street Bridge was operational. Finally, in July 2015, CB1 resolved to restore the Liberty Gardens and expand the basketball courts. Since then communications have focused on advocacy to keep the Rector Street Bridge open until the new bridge is operational; and

WHEREAS: The Rector Street Bridge does not comply with the Americans with Disabilities Act (ADA), which was pointed out in a March 2003 resolution. In contrast, the two pedestrian bridges and the underground walkway from Brookfield Place are all ADA compliant and will allow people of all abilities to safely cross West Street (Route 9A) from south BPC; and

WHEREAS: The NYS DOT waived multiple regulations (e.g., east landing location) so that the *temporary* Rector Pedestrian Bridge could be quickly constructed to provide a safe way for pedestrians to cross West Street immediately post-9/11; and

WHEREAS: The Rector Street Bridge's east landing constrains the sidewalk so that the high volume of pedestrians on West St, as well as the students entering and exiting Metropolitan College, are crowded; and

WHEREAS: The Rector Street Pedestrian Bridge's east landing prevents Metropolitan College from meeting NYC fire codes, a significant safety concern for occupants (60 West Street) in case of fire; and

WHEREAS: In addition to constraining the available sidewalk, the location of the Rector Street Bridge's temporary east footings is on top of numerous vital subsurface utilities. While this was allowed short-term, NYS DOT wants the bridge removed so that routine maintenance and emergency access are restored; and

WHEREAS: Locating the east footing above utilities required the engineers to attach them to the sidewalk versus bedrock as is done for permanent bridges. Correcting the problems caused by the location of the east footings would require a costly relocation to allow construction of permanent footings on the east side of West Street (NY Route 9A); an option that is not possible because of the proximity of the adjacent building (60 West St); and

WHEREAS: Making the Rector Street Bridge permanent would require State legislation to permanently alienate the gardens and basketball courts at the west landing, both of which are popular neighborhood amenities; and

WHEREAS: No funding is currently planned to upgrade, replace, maintain or repair the Rector Street Bridge after the West Thames Bridge is completed; and

WHEREAS: Demolition of the Rector Street bridge began this week; and

WHEREAS: Shoring up or retrofitting the bridge to extend its useful life would mean that the State would need to defer correcting major issues around accessibility, parkland restoration and public safety; now

THEREFORE

BE IT

RESOLVED

THAT: CBI reaffirms its long-standing position acknowledging that the Rector Street Pedestrian Bridge would be demolished as planned, but only if the following provisos are met:

- 1) The West Thames Street Pedestrian Bridge must be completely finished and open 24/7
- 2) Pedestrian managers be positioned at the Albany-West Street intersection to improve pedestrian safety
- 3) Additional lighting and security measures are implemented around the West Thames pedestrian bridge so that residents find it safer.

BE IT

FURTHER

RESOLVED

THAT: CB1 urges DOT to conduct traffic and pedestrian warrant studies for the Rector-West Street and Albany-West Street intersections to improve safety for people of all abilities (including those with low-vision) that must deal with traffic and traffic signals in the absence of the option to cross by pedestrian bridge at Rector St.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY

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

RE: Broadway, Whitehall Street to Battery Park Bicycle Connection

WHEREAS: Broadway is a major north-south route in Lower Manhattan; and

WHEREAS: The proposed Broadway/Whitehall bike lane will connect City Hall and the Brooklyn Bridge to Bowling Green and the Waterfront Path by the Staten Island Ferry, which will create a protected north-south bike lane through the middle of Lower Manhattan; and

WHEREAS: A protected bike lane on Broadway/Whitehall will provide a needed link for bicyclists using the bike lanes on Centre Street and Park Row that want to travel south through Lower Manhattan; and

WHEREAS: More than one million Citibike trips (15% of all trips in Lower Manhattan) in 2018 started or ended along Broadway or Whitehall Street; and

WHEREAS: The Citibike expansion between 2016-2018 has led to more bicyclists passing along Broadway from outside of Manhattan, a number that is likely to increase when their pedal assist e-bikes return; and

WHEREAS: The proposed protected bike lane will better prepare Lower Manhattan for Congestion Pricing (to be implemented on or after January 1, 2021) by creating a safe north-south route for residents, workers, and visitors to travel by bicycle in order to avoid the congestion charge; and

WHEREAS: Residents (including elders) testified that they were likely to ride a bike on Broadway when a protected bike lane is available; and

WHEREAS: The Bowling Green Shared Street on Whitehall Street between Beaver and Morris Streets, approved in a July 2019 resolution, will make up a portion of this proposed route. It is expected that both conditions will work together and be monitored so that there isn't any conflict between the intent of both; and

WHEREAS: DOT anticipates improvements in pedestrian safety, traffic flow and bus transport, in addition to bicycle safety with the proposed changes, which include protected bike lanes, dedicated traffic turn lanes, pedestrian improvements and commercial loading zones; now

BE IT

FURTHER
RESOLVED

THAT: Community Board 1 supports the City Hall to Battery Park Bicycle Connection plan presented by the NYC Department of Transportation (DOT) conditional that DOT re-evaluate its impact and return to CB1 after one year; and

BE IT
FURTHER
RESOLVED

THAT: CB1 requests that DOT facilitate calm interactions among cars, bikes and pedestrians on the Bowling Green shared street (from the Morris Street intersection through Bowling Green) by implementing traffic control and enforcement measures in this very congested, hence potentially dangerous area ; and

BE IT
FURTHER
RESOLVED

THAT: CB1 anticipates judging the proposed project's success based on the movement of buses and vehicles, adequate delivery access, garbage pickup and the safe passage of bicyclists and pedestrians.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JANUARY 28, 2020

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY

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

RE: Traffic Mobility Review Board Appointment and Public Engagement

WHEREAS: Congestion pricing is expected to generate at least \$5 billion over five years to pay toward the \$51.5 billion in subway, bus and railroad construction projects proposed by the Metropolitan Transportation Authority (MTA); and

WHEREAS: The Traffic Mobility Review Board (TMRB) will have one chairperson and five members: one to be appointed by Mayor de Blasio and the rest to be appointed by the MTA Board/Gov. Cuomo. Two of the members must be appointed from the Long Island Rail Road and Metro-North service areas; and

WHEREAS: The TMRB will have the power to set the congestion fee to be collected for entering the zone below 60th Street in Manhattan, to establish hardship exemptions from the toll and to allow for bridge and tunnel tolls to be rebated; and

WHEREAS: The MTA Board discussions regarding TMRB appointments are subject to open meeting laws, but the TMRB's meetings are not since they will make recommendations and not perform any government actions that are subject to the open meeting law; and

WHEREAS: The MTA has committed publicly to be transparent and to work with local communities, elected officials and advocates to inform them on progress regarding congestion pricing; and

WHEREAS: It has been announced that the TMRB will determine a public engagement process after the TMRB is constituted; and

WHEREAS: A coalition of 20 transit watchdog groups have demanded that the MTA swiftly appoint the powerful toll board (the TMRB) for Manhattan's new congestion pricing program and require it to comply with state transparency laws; and

WHEREAS: Public interest is best served when the public can understand the reasoning behind government decision-making and has an opportunity to make comments; and

WHEREAS: The TMRB cannot release its recommendations until November 15, 2020, per the congestion pricing agreement that the state legislature passed, which is after the

November 3, 2020 election. This is in conflict with the State’s Open Meetings Law and process for public engagement; and

WHEREAS: The MTA can start collecting the congestion toll/fee after December 31, 2020, which would leave only 6 weeks (with multiple holidays) for community engagement after the TMRB’s recommendations can be released to the public; and

WHEREAS: The MTA hasn’t released plans that bus service will be increased, at least not on the scale of London’s pre-congestion pricing: a 17-percent increase in bus service, which creates great concern about NYC’s preparedness; and

WHEREAS: In March 2019, LIRR President Phil Eng said that the commuter railroad was operating at capacity. New capacity, in the form of next-generation train cars that were supposed to be in service by 2022, won’t be finished until 2024; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 urges the MTA to appoint TMRB members as soon as possible so that they can begin a deliberative process to create an effective and balanced congestive pricing plan; and

BE IT
FURTHER
RESOLVED

THAT: CB1 asks that at least two members of the TMRB be individuals who live within the congestion pricing zone. Since CB1 will be exposed to pollution from the FDR and West Street, two exempt roads, as well as the Brooklyn Bridge and Holland Tunnel and is the destination for a large number of city workers with placards who will seek exemption from the congestion fee, we strongly urge that at least one member of the TMRB be from CB1; and

BE IT
FURTHER
RESOLVED

THAT: Similar to the MTA Sustainability Advisory Working Group, which was subject to Open Meetings Law, CB1 urges the State to require the TMRB to follow the same standards that the Working Group and other government and public bodies must adhere to; and

BE IT
FURTHER
RESOLVED

THAT: CB1 calls for the TMRB to be transparent and to have a robust public engagement process, which keeps the public informed and allows input on all decisions regarding the NYC Congestion Pricing Plan; and

BE IT
FURTHER
RESOLVED

THAT: CB1 calls on lawmakers to amend the law and rescind the November 15, 2020 requirement so that all TMRB meetings can be open to the public; and

BE IT
FURTHER
RESOLVED

THAT: The MTA and TMRB work together to ensure that adequate transportation alternatives are available before the Congestion Pricing Plan is implemented; a critical element for success.