

COMMUNITY BOARD #1 MANHATTAN  
RESOLUTION

DATE: APRIL 20, 1993

COMMITTEE OF ORIGIN: CITY SERVICES

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	30 In Favor	0 Opposed	0 Abstained

RE: Canal St./Hudson St. Traffic Congestion

WHEREAS: Canal St. - arguably the most heavily trafficked east/west corridor in Manhattan - is chronically congested between 7 AM and 7 PM, not only on weekdays but also weekends, and

WHEREAS: Traffic conditions at the intersection of Hudson St. and Canal St., and the entire vicinity of the entrance to the Holland Tunnel are horrendous during evening rush hours (3:30 PM to 7 PM), and

WHEREAS: Both of the above mentioned conditions are known to be exacerbated by the irregular presence of NYCDOT Traffic Control Agents (TCA's) and the PANYNJ Police (PA Police), and

WHEREAS: CB #1 is advised by NYCDOT that TCA's are never posted on Canal St. west of Avenue of the Americas (6th Ave.), which includes the Varick St. and West St. intersections which have heavy traffic volume, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1 calls upon the NYCDOT and the PA Police (in areas under its jurisdiction) to immediately post traffic control personnel along the entire length of Canal St. at major intersections from 7 AM until 7 PM, 7 days a week, and

BE IT  
FURTHER  
RESOLVED

THAT: Should the NYCDOT decide against the immediate posting of TCA's along Canal St., then, CB #1 requests that DOT promptly reevaluate the priority given Canal St. on its list of "posts" to which TCA's are assigned throughout Manhattan; this reevaluation should be based on traffic and environmental impact data available in recent studies including:

- a. Triborough Bridge and Tunnel Authority's Preliminary "Draft Supplemental Environmental Impact Statement

- b. Environmental Impact Statement for the United Parcel Service project in CB #2
- c. New York State "Implementation Plan", and

BE IT  
FURTHER  
RESOLVED  
THAT:

CB #1 requests that DOT provide the Community Board with a written explanation, including copies of background documentation which confirms the authority under which the PA Police continue to provide traffic control responsibilities during PM rush hours at the Canal St./Hudson St. intersection and the vicinity of the entrance to the Holland Tunnel, and advise whether the PA Police are adequately performing their responsibilities under such documentation.

COMMUNITY BOARD #1 MANHATTAN  
RESOLUTION

DATE: APRIL 20, 1993

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT AND SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	13 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	36 In Favor	0 Opposed	0 Abstained

RE: Pier 9 RFP

WHEREAS: The NYC Economic Development Corporation (EDC) intends to issue an RFP for Pier 9, and

WHEREAS: Concerns have been raised by members of the community about the negative impact that would result from potential uses such as nightclubs and amusements parks, and

WHEREAS: CB #1 has sponsored a series of meetings which included EDC, local elected officials and residents and business representatives in an effort to provide public access to the waterfront and identify commercial uses which would raise needed revenue and not negatively impact local residents and businesses, and

WHEREAS: CB #1 is gratified that in the course of these discussions, EDC has agreed that the Pier 9 RFP will specifically prohibit any nightclubs/cabarets, amusement park or amplified music on the pier, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1, in consultation with local residents and businesses, recommends that the NYC EDC redevelop Pier 9 in the following manner:

- a. Maximize open space on the pier and visual and physical access to the waterfront
- b. Retain and expand the existing waterborne presence at the pier
- c. Permit a minimal number of sensitively and aesthetically sited low density, low profile kiosks on the pier which would sell food and crafts and disseminate visitor information
- d. Allow occasional special events on the pier
- e. Provide adequate seating, lighting (which is sensitive to the nearby heliport, waterway and inboard buildings) and landscaping on the pier
- f. Ensure that there is coordination in the planning of waterborne and deck uses at the pier
- g. Efforts should be made to attract multiple boat operators to the pier
- h. Ensure that the City provides adequate services (eg, police, sanitation) to

accommodate the anticipated larger crowds, and

BE IT  
FURTHER  
RESOLVED

THAT: CB #1 requests that it be consulted by EDC during the RFP selection process.

COMMUNITY BOARD #1 MANHATTAN  
RESOLUTION

DATE: APRIL 20, 1993

COMMITTEE OF ORIGIN: HOUSING

COMMITTEE VOTE:	3 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	29 In Favor	0 Opposed	1 Abstained

RE: Graffiti in Lower Manhattan

WHEREAS: CB #1 is on record for seeking an end to the proliferation of graffiti on the buildings in our district, and

WHEREAS: This problem is effecting the quality of life, economics, physical deterioration of landmarked buildings, and with the advent of "group gang tagging" the actual physical safety of our residents, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1 calls upon our police department, city officials, merchants and schools to initiate, support and encourage the expansion of the attached anti-graffiti program.

## Community Based Program to End Graffiti

### Section #1

The first section is what each group can do to help

#### POLICE INTERFACE:

1. Expand the Block Watchers program to include residential buildings on target streets. Members get a priority phone number to call in incidents of vandalism.
2. To make walkie-talkies available to 24 hour stores, such as green grocers to be able to monitor the street after a block is made free of graffiti.
3. To work with youth patrols on Friday and Saturday nights (possibly with walkie-talkies.) Possibility of asking Guardian Angles to patrol on Friday and Saturday nights.
4. To perform sting operations on areas that were cleaned of graffiti and to prosecute vandals to the full extent of the law.
5. To report all arrests of vandals to CB #1 and the local media on a regular basis.

#### CITY COUNCIL SUPPORT:

1. To research whether all solid metal gates can be restricted from residential or commercial areas (to be defined by Zoning District (C or R zones) or Special Zoning District i.e. LMM). Merchants could still use the open bar gates.
2. Strengthen the laws against vandals.

#### COURTS:

1. Judges should sentence vandals to programs to remove graffiti when convicted.

#### SCHOOLS:

1. We would like to have Assemblies held in their auditoriums where kids involved in the Graffiti Busting Program can speak about the problem.

#### BLOCK ASSOCIATIONS:

1. Get involved with the Block Watcher Program and work with the merchants.

#### FIRE DEPARTMENT:

1. Coordination is needed to allow for fire hydrant use in the evenings.

## **Section #2**

What the proposed program entails.

### **GRAFFITI REMOVAL:**

In June Mr. Gordon will remove the graffiti from the buildings and paint the gates on Chambers St. from Broadway to Church St. This will require the prior notification of the merchants by the local Block Associations.

Then on an on-going basis, (with the possibility of funding from the NYS Office of Substance Abuse) students from BMCC could be hired to remove graffiti from other streets

### **MAINTENANCE TO KEEP IT OFF:**

A HOTLINE will then be created where the students will come back on a 24 hour basis, to paint over the new graffiti. Mr. Gordon said that he would continue the watch for Chambers St. for the first 30 days.

The program would work whereby the students would have the color paint, and would be able to come by in the evening to touch up the gates. This mandates a simple pattern of colors.

### **MURAL PROGRAM:**

On a different note, if BMCC or any other wants to create murals or have canvas art competitions, we support the concept, but this is not the same thing as trying to rid the neighborhood of graffiti.

COMMUNITY BOARD #1 MANHATTAN  
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DATE: APRIL 20, 1993

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	35 In Favor	0 Opposed	0 Abstained

RE: 133 Beekman St., Application for a Certificate of Appropriateness (93-2640)

BE IT  
RESOLVED

THAT: CB #1 recommends that the Landmarks Preservation Commission approve the above referenced application representing proposed work as presented to CB #1 on April 14, 1993.

COMMUNITY BOARD #1 MANHATTAN  
RESOLUTION

DATE: APRIL 20, 1993

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	35 In Favor	0 Opposed	0 Abstained

RE: 140 Beekman St., Application for a Certificate of Appropriateness (93-2183)

BE IT  
RESOLVED

THAT: CB #1 recommends that the Landmarks Preservation Commission approve the above referenced application representing proposed work as presented to CB #1 on April 14, 1993.

COMMUNITY BOARD #1 MANHATTAN  
RESOLUTION

DATE: APRIL 20, 1993

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	35 In Favor	0 Opposed	0 Abstained

RE: South Street Seaport - Smooth Sidewalks

WHEREAS: CB #1 has been working for several years in an effort to establish sufficiently wide smooth (non-cobblestone) sidewalk areas for pedestrians along Fulton St. and Front St. in the South Street Seaport, and

WHEREAS: The existing smooth sidewalk areas are partially obstructed much of the year by sidewalk cafes, and

WHEREAS: The absence of smooth sidewalks in parts at the Seaport creates an major inconvenience and a potentially dangerous problem for disabled visitors, parents with carriages, senior citizens and others, and

WHEREAS: CB #1 is disappointed that our prior efforts to correct this problem through negotiations with the Seaport Corporation, Seaport Marketplace Inc. and the involved restaurants (Giannis and Fledermaus) have been unsuccessful, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 strongly urges that the South Street Seaport Corporation and Seaport Marketplace Inc. take immediate steps to create a minimum five foot wide clear path for pedestrians in the existing smooth sidewalk areas adjacent to the curbs which are fully accessible to all crosswalks, and

BE IT

FURTHER

RESOLVED

THAT: CB #1 requests that the Economic Development Corporation intervene in this matter and take whatever steps are necessary to quickly achieve the five wide smooth pedestrian path requested above .

COMMUNITY BOARD #1 MANHATTAN  
RESOLUTION

DATE: APRIL 20, 1993

COMMITTEE OF ORIGIN: YOUTH

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

RE: The River Project Summer Grant Application

WHEREAS: The River Project has requested funding from New York Grantmakers in the amount of \$3,746 to operate an Estaurium Summer Youth Program in CB #1, and

WHEREAS: The River Project has been successfully operating environmental education programs at Pier 26 in Manhattan since 1987, and

WHEREAS: The Summer Estaurium Program, which is to be run with the assistance of the Coney Island Aquarium, would allow 200 young people to be exposed to the marine life in the lower Hudson River and increase their environmental awareness, and

WHEREAS: The Community Board, through its Youth Services Planning Committee and its Youth Coordinator, will assist the River Project with outreach and coordination of the program, as well as monitor and evaluate the overall performance of the program, and

WHEREAS: The River Project is the only local organization to apply for such funding, and

WHEREAS: Last summer no local organization applied, and therefore CB #1 received no funds from New York Grantmakers for the first time in several summers, leaving the youngsters of CB #1 with a lack of organized summer programming, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 supports The River Project's application to New York Grantmakers for \$3,746 to run a Summer Youth Estaurium Program.

COMMUNITY BOARD #1 MANHATTAN  
RESOLUTION

DATE: APRIL 20, 1993

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE: 9 In Favor 0 Opposed 0 Abstained  
BOARD VOTE: BY ACCLAMATION

RE: Charles Gaines

WHEREAS: Charles Gaines has decided not to seek reappointment to CB #1 when his term expires this month, and

WHEREAS: Charles has served CB #1 with distinction and dedication for the past 17 years, and

WHEREAS: CB #1 is most fortunate to have been the beneficiary of Charles Gaines' wealth of knowledge and expertise on a variety of issues and is particularly appreciative of the dignity and polite manner he always displayed towards his fellow Board members and guests alike, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1 expresses its sincerest thanks to Charles Gaines for his 17 years of excellent service to the Lower Manhattan community and wishes him well in his "retirement" from CB #1.

COMMUNITY BOARD #1 MANHATTAN  
RESOLUTION

DATE: APRIL 20, 1993

COMMITTEE OF ORIGIN: TRIBECA/WASHINGTON MARKET

COMMITTEE VOTE:	4 In Favor	0 Opposed	1 Abstained
BOARD VOTE:	31 In Favor	5 Opposed	3 Abstained

RE: Tribeca Rezoning

WHEREAS: In 1988 CB #1 submitted a rezoning proposal to the Department of City Planning (DCP) together with extensive data supporting the need for reduced bulk in the buffering area roughly bounded by Walker St., Broadway, Park Pl., and mid-way between Church St. and West Broadway, hereafter referred to as Tribuffer (see map), and

WHEREAS: The subsequent construction of the 52-story building at 105 Duane St. demonstrated the kind of grotesquely oversized structure which could be built in the area as-of-right under the current C6-4 zoned areas, and

WHEREAS: The recent creation of four historic districts within a significant portion of the Tribuffer area has pitted low-silhouette historic buildings (Floor Area Ratio of 4 to 5) against a zoning which permits lot assemblages to pile up upon a high-rise F.A.R. of 12, and

WHEREAS: The DCP on its own also identified the goal of modifying the LMM district to permit certain retail and office uses as-of-right in midblocks (not by special permit, as at present); and to permit new residential construction on vacant lots in the LMM, where only office and manufacturing uses would have been permitted, and

WHEREAS: After several years of discussions with CB #1 the DCP has now made a proposal which would make significant reductions in bulk permitted in the Tribuffer areas, particularly where the new historic districts have been created, without affecting the bulk in the LMM district (except in a two-block segment at Chambers St.) which would be upzoned from a 5 F.A.R. to 7.5 F.A.R., and

WHEREAS: The proposed zoning changes would include "contextual zoning", which would discourage zoning lot mergers (thus reducing the chance of extraordinarily bulky buildings), by requiring height-matched street walls and height limitations making new construction more compatible with the neighboring low-rise building, and

WHEREAS: The current restrictions on the first and second floors do not seem to be working as anticipated, CB #1 is willing to permit conversions of these floors to joint living-work quarters for artists and/or loft dwellings, under the terms currently in effect for smaller buildings, ie. retaining the minimum size limitations for units. This would eliminate the Special Permits for this change of use, and

WHEREAS: The expanded use changes proposed for in the LMM would retain most of the uses currently permitted in the area but would expand the list of small retail and office uses which would be as-of-right on side streets (as they are currently as-of-right on major streets), but would exclude some uses currently permitted which are considered by CB #1 as inconsistent with the residential mixed-use in the LMM (such as retail uses over 5,000 square feet, disco-type uses, and uses generating noxious byproducts), and

WHEREAS: The new zoning would vastly reduce the overall potential for over-building in an area which is already choked with traffic, particularly along Chambers, Hudson and Church Streets and Broadway, and

WHEREAS: The DCP proposal, some of which has been worked out in conjunction with CB #1, would specifically establish the following districts (see map attached):

1. Expanded Chambers St. corridor: current C6-4 eastern part, M1-5 (F.A.R. 5) west; would become C6 zone with F.A.R. cap of 7.5, but retains the LMM designation in western part
2. LMM (to N. Moore St.): currently M1-5, would become contextual C6 (but with cap of F.A.R. 5)
3. Contracted Broadway corridor: currently C6-4; would become C6-4A
4. ATT building/40 Worth St. segment, currently C6-4 and M1-5, would become C6-4
5. Upper Church St. currently C6-4; would become C6-2A (F.A.R. 6)

WHEREAS: The DCP has urged a fast-track timetable so that the zoning could be given the proper environmental analyses and ULURP process and enacted before the end of this year, now

THEREFORE  
BE IT

RESOLVED

THAT: CB #1 endorses the zoning proposal as presented by the DCP and urges its quick enactment as protection for the newly-created historic districts and for the Tribuffer loft district in general with our refinements;

1. CB #1 supports the DCP proposals for the following district:
  - a. Upper Church St. (expanded to include the western side of Broadway from Walker St. to Franklin St.)
2. CB #1 supports the Modified City Planning proposals with the following refinements:
  - a. Expanded Chambers St. district which is bounded by Reade to Murray Streets, but CB #1 requests that the F.A.R. be closer to the existing bulk and that the block between West Broadway and Greenwich St. remain a 5 F.A.R. CB #1 requests that there be a match up provision for buildings constructed on Chambers St. to have the cornice lines conform to the adjacent structure.
  - b. Contracted Broadway Corridor: which now exists from Walker St. to Chambers St., but CB #1 would prefer the DCP to exclude the block on the western side of Broadway from Walker to Franklin St.
  - c. CB #1 prefers that the un-rezoned M1-5 segment which includes the Western Union Building, should be expanded to include the eastern most half of the Worth to Leonard Street block to the north.
3. CB #1 supports the change of the LMM district to a contextual C-6 district only with the following refinements:
  - a. Hotels (use group 5) will not be allowed on side streets.
  - b. Use group 6 (small retail) will be restricted to a floor plate of 5000 sq. ft. on side streets.
  - c. Use group 8 (small amusements) to be permitted with C (automotive service establishments) and D (prisons) eliminated on side streets. Use group 12 (larger amusements) banned from side streets, but will continue to be allowed on wide streets.
  - d. Use groups 7, 9 and 11 (small industries) will continue to be allowed in this district.
  - e. Use group 10 (large retail) will be prohibited except the uses which are listed under photographic and film studios.
  - f. Use groups 16A (retail and services establishments) will be allowed, except for animal or human crematoriums, motorcycle or scooter rental, poultry or rabbit killing establishments. Use groups 16B (automotive service establishments), 16C (vehicle storage establishments) and 16D (heavy

service/noxious establishments) to be eliminated.

- g. Use group 17 (wholesale and manufacturing) is allowed under C6 and M1 and will remain, but C will be prohibited which will restrict the opening of substations.
4. Exclusion of Quality Housing requirements in the Chambers St. area, in new construction, in contextual districts which would conflict with existing facade styles, particularly in the historic districts (specifically the mandated glass-fronted foyers) and CB #1 understands that Quality Housing refinements do not apply for existing structures.
5. Expansion of the home business provision in the LMM district to 50% of the residential space (up from 25%... to allow a large portion of the typically large residential spaces to be used for business purposes) and that the DCP should study expanding the present definition of Home Occupations in the LMM district to more closely reflect the existing pattern of uses by residents in the LMM area who are adding to the economy of the city with their small home businesses.
6. Place a 2,000 square foot lower limit on the size of residential spaces permitted in new construction in the LMM district (to discourage "rabbit warren" developments and encourage business use of new residential space which would provide jobs; a size already mandated for loft spaces) and to permit new residential construction in the LMM district, with the current F.A.R. of 5 and the same minimum size limitations per unit as the current requirements for conversions to Joint Living-Work Quarters for Artists or Loft Dwellings.
7. Community facilities in these rezoned areas shall be permitted only by Special Permit of the Board of Standards and Appeals.
8. Identify routes other than Chambers St. (e.g. Barclay, Vesey) which could be used by traffic travelling from West St. to the Brooklyn Bridge (thus relieving traffic snarls on narrow Chambers St.) CB #1 requests a complete traffic study of the entire Chambers St. area.
9. CB #1 urges DCP to place this zoning proposal on a fast-track, hopefully placing it into ULURP by autumn 1993 for enactment as soon thereafter as possible.
10. CB #1 applauds the chair and staff of DCP who have worked with our community board to create this zoning proposal, and gives thanks to the Borough President's office for helping to guide the deliberations, and

BE IT

FURTHER  
RESOLVED

THAT:

While CB #1 endorses all of the goals expressed above, there remains great sentiment in the community for retention of the manufacturing underlay in the LMM District. We therefore ask that the DCP, before committing to a commercial (C) designation in the LMM, investigate the possibility of performing the same tasks using manufacturing zoning in approximately the same time frame, and report back to CB #1 with its analysis.