

COMMUNITY BOARD #1 MANHATTAN  
RESOLUTION  
DATE: MARCH 15, 1994

COMMITTEE OF ORIGIN: TRANSPORTATION AND CONCESSIONS COMMITTEE

COMMITTEE VOTE:	2 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	25 In Favor	0 Opposed	0 Abstained

RE: Metropolitan Transportation Authority (MTA) Discount Transit Passes\*

WHEREAS: The MTA is introducing MetroCard, an electronic fare card, in 69 stations, and, eventually, the MetroCard will replace the token, and

WHEREAS: In cities around the country - including Boston, Chicago and Cleveland - and around the world - including Paris and London - transit riders get discount transit passes good for a week or month of unlimited rides, and transit riders in many cities also get free transfers between subways and buses, discounts for off-hour travel and multiple purchases, and reduced combination fares for suburban commuter rail travel, and

WHEREAS: The MTA's MetroCard offers no discounts for transit riders, making the cost of 10 rides on the MetroCard a total of \$12.50 - the exact same price as a ten-pack of tokens, and

WHEREAS: Riders who buy a discount monthly or weekly pass would be able to stop along their subway or bus trips without paying an extra fare when they continued on their trip later; and riders who pay double fares would save \$625 annually; and

WHEREAS: The MTA says it "ultimately" wants to offer monthly passes and discounts and eliminate two-fare zones but does not provide details or a timetable, and

WHEREAS: Getting more New Yorkers out of their cars and onto mass transit is vital to the future of the metropolitan region, to improving the business climate and the quality of our city's air, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1 calls on the MTA, Governor Cuomo, the state legislature and Mayor Giuliani to support the introduction of discount transit passes; including monthly and weekly unlimited-ride passes; free subway-to-bus transfer for riders in two - and three - fare zones in NYC; and other discounts such as reduced fares for off-hour trips and multiple purchases and reduced combination fares for suburban commuter rail travelers.

\*Note: Resolution as submitted to CB #1 for its consideration by the Straphangers Campaign/NYPIRG.

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COMMITTEES OF ORIGIN: TRANSPORTATION AND CONCESSIONS COMMITTEE,  
FINANCIAL DISTRICT COMMITTEE  
AND EXECUTIVE COMMITTEE\*

TRANSPORTATION & CONCESSIONS VOTE:	2 In Favor	0 Opposed	0 Abstained
FINANCIAL DISTRICT COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained
EXECUTIVE COMMITTEE VOTE:	10 In Favor	1 Opposed	1 Abstained
BOARD VOTE:	23 In Favor	2 Opposed	1 Abstained

RE: Autos on the Staten Island Ferry

WHEREAS: The City administration is considering a change in policy that would reverse a previous policy decision and allow passenger vehicles on the Staten Island Ferry, and

WHEREAS: In a previous resolution (9/15/92) which expressed support for the proposed conceptual redesign of the new Whitehall Ferry Terminal chosen by the NYC Department of Transportation and the Economic Development Corporation, Community Board #1 expressed pleasure that the design called, in part, for: "creation of a large open space by reconfiguring and expanding Peter Minuit Plaza" and a "continuous waterfront esplanade," and

WHEREAS: In a recent letter to the administration (Peter Powers, Deputy Mayor for Operations, 2/18/94) Manhattan Borough President, Ruth Messinger opposed the proposed policy change arguing. "If the City proceeds with the proposed policy to allow cars on the ferry, then the planned esplanade would be interrupted and a significant portion of the planned public open space in front of the Terminal would be reduced to provide space for cars getting on and off the ferry...", and

WHEREAS: The proposed policy alters CB #1's understanding that the new Whitehall Ferry Terminal project would include a large open public space and a continuous waterfront esplanade, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 supports and joins the Manhattan Borough President in expressing strong opposition to the return of the transporting of vehicles on Staten Island ferries, and

BE IT

FURTHER

RESOLVED

THAT: CB #1 expresses its concern over the apparent absence of a formal public process as the administration contemplates this significant policy decision.

*\*To ratify action of Executive Committee (3/10/94) in this matter.*

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COMMITTEE OF ORIGIN: FINANCIAL DISTRICT COMMITTEE

COMMITTEE VOTE:	5 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	26 In Favor	0 Opposed	0 Abstained

RE: Trinity Pre-School, Proposed Play Area in the North Churchyard

WHEREAS: The Parish of Trinity Church has applied to the Landmarks Preservation Commission (LPC) for a Certificate of Appropriateness (C of A) to install a play area in the North Churchyard for 82 children, ages 6 mos. to 4 yrs., currently enrolled in its pre-school, and

WHEREAS: The Trinity Pre-School currently has no outdoor play area; and such space is mandated by the NYC Health Code, and

WHEREAS: The Church has explored other possible locations for the play area, including the roof of 74 Trinity Pl., but determined these spaces to be unsuitable, and

WHEREAS: The play area would be located at the rear of the North Churchyard furthest from Broadway, between two active stairways leading down to Trinity Pl., and in a currently unused portion of the yard which contains no gravesites, and

WHEREAS: The proposed 34 x 40 ft. play area would be enclosed by an 8 ft., vinyl - coated chain link fence; and the fence covering, rubberized play area surface and climbing equipment would all be in muted colors so as to be minimally intrusive upon the Trinity Church structure itself and its surroundings, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 recommends that LPC approve the application (942066) by the Parish of Trinity Church for a C of A to install a play area in the North Churchyard.

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DATE: MARCH 15, 1994

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER COMMITTEE

COMMITTEE VOTE: 3 In Favor 2 Opposed 0 Abstained

BOARD VOTE: Resolution withdrawn for further consideration in committee.

RE: 220 Water St.

WHEREAS: The Wenco Corp. is planning to install a Wendys Restaurant on the ground floor of 220 Water St. in the South Street Seaport Historic District, and

WHEREAS: This space has previously been occupied by a bar and restaurant, and

WHEREAS: The Wenco Corp. has promised to work cooperatively with the Community Board to address concerns regarding this fast food restaurant's impact on the community, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 approves the proposed signage and facade alterations by the Wenco Corp. at 220 Water St. pending our receipt of written assurances by Wenco that they will properly address the following concerns:

1. Storage and disposal of garbage without use of a dumpster
2. Siting and maintenance of several litter baskets around the restaurant including some across Pearl St. near Pearl St. Park
3. Wendy employees will remove litter from sidewalk and park areas adjacent to the restaurant
4. Issues raised by the residents of 220 Water St. (aka 117 Beekman St.)

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COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER COMMITTEE

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	26 In Favor	0 Opposed	2 Abstained

RE: Foley Square Redesign

WHEREAS: The Department of Parks and Recreation (DPR) is proceeding with plans to redesign Foley Square in conjunction with the construction of two new federal office buildings in the area, and

WHEREAS: All the current design options are predicated on the closing of Pearl St. between Park Row and Centre St. even though the Department of Transportation hasn't completed its assessment of the impact of this proposed street closing nor made any recommendation regarding whether it should be closed, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 approves the Scope of Work for the redesign of Foley Square, and

BE IT

FURTHER

RESOLVED

THAT: CB #1 wishes to express its serious concern regarding the proposed closing of Pearl St. between Park Row and Centre St. and suggests that DPR defer further work on the Foley Square redesign until this critical issue is resolved with the full input of CB #1 and CB #3.

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DATE: MARCH 15, 1994

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER COMMITTEE

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	29 In Favor	0 Opposed	0 Abstained

RE: South Street Seaport Corporation (SSSC)

WHEREAS: The SSSC and the City of NY have been in negotiations for some time to bring about the restructuring of the Seaport Corporation so that the EDC and City officials have more control and responsibility, and

WHEREAS: The restructured SSSC is awaiting the approval of Mayor Giuliani and his staff, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1 strongly recommends that the following constituencies be represented as voting members on the restructured South Street Seaport Board of Directors:

1. Community Residents
2. Fulton Fish Market