

District Needs Statement

Community Board 7/Manhattan

FY2017

August 10, 2015



Manhattan Community Board 7 (“MCB7”) serves the residents, institutions, businesses, visitors, and other stakeholders of Manhattan’s Upper West Side. We hold as our guiding context the following core principles:

INCLUSION: valuing diversity, consideration of others, and promotion of the common good.

QUALITY OF LIFE: pursuing the availability and continuous improvement of resources, infrastructure, public space, programs, services, and economic, socio-cultural, and educational opportunities that foster safe and active healthy living for all.

SUSTAINABILITY: respecting those who came before us, and those who have yet to arrive; promoting policies and practices that are economically, environmentally, and socially sustainable for generations to come.

INTERDEPENDENCE: understanding our place in the world, recognizing that our interests, resources, and actions connect us with communities and ecosystems across the globe; embracing policies and practices that allow all communities to thrive.

PARTICIPATION: fostering honest, transparent, responsive, and democratic governance, collaborative engagement, and the right of every person to be informed and heard, even in the context of respectful disagreement.

1.0 Geography and Demographics

Manhattan Community District 7 encompasses Manhattan’s Upper West Side, from 59th Street to 110th Street, Central Park West to the Hudson River, and includes approximately 1.9 square miles (1222 acres) of prime New York City real estate. The district is home to 211,073 people, supporting approximately 50% more people per acre than the average for Manhattan, and four times more people per acre than the average for New York City.



In addition to the residents who live in District 7, the Upper West Side attracts millions of visitors each year who come to enjoy its cultural institutions, parks, retail offerings, and architectural diversity. Central Park, the American Museum of Natural History, Lincoln Center, Time Warner Center, New-York Historical Society, and Riverside Park are popular destinations.

Central Park



American Museum of Natural History



Lincoln Center



Time Warner Center



New-York Historical Society



Riverside Park



1.1 Population Density

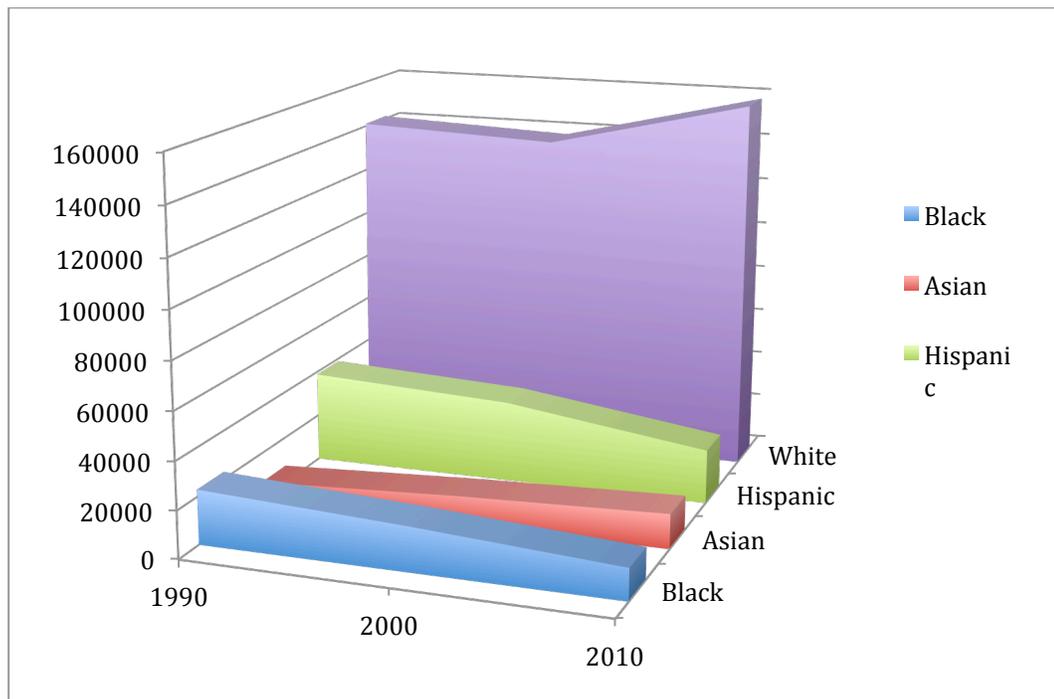
Although population has remained fairly stable over four decades, the geographic distribution of residents has shifted. According to census tract data, approximately 6% fewer people live in the central part of the district (74th St. to 96th St.), while new development in the southern and northern ends of the district has attracted enough new residents to counter-balance that loss. Reliance on census data carries with it concerns relating to populations traditionally under-counted, which in turn are historically those at the lower end of the socio-economic spectrum, and which correlate with the perceived areas of population claimed to have been lost in the last decennial census. The undercounted populations are a particular concern because the inability to count them can result in a loss of services that are already scarce in a District that is perceived as affluent and where it is already a challenge to demonstrate need. Almost half (49%) of the occupied units in the district are one-person households.

Total Population	1980	1990	2000	2010
# of Residents	206,671	210,993	207,699	211,073
% Change	--	2.1	-1.6	1.6

1.2 Population Distribution

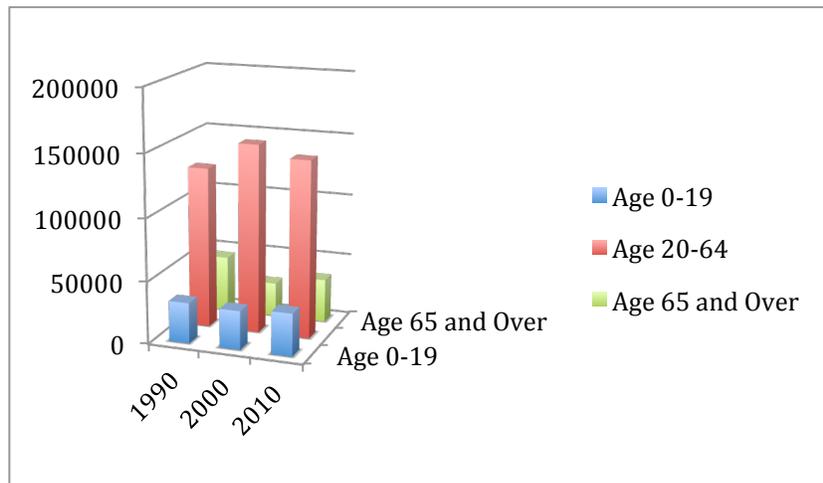
Although population has increased a modest 1.6% over the past decade, notable shifts occurred in the socioeconomic mix of the neighborhood. The decade saw an increase in the proportion of Caucasian residents (66% to 75%) and Asian residents (5.5% to 6.9%), while the proportion of Black residents decreased (9% to 6%) and Latino residents dropped (17% to 11%).

Race



Age

Similarly, there was a significant shift in age distribution. Overall, adults of working ages 20-64 decreased by 6%, while children under 20 increased by 10%, and seniors over 65 increased a whopping 27% since 2000. In fact, Community District 7 has the second highest concentration of residents over 65 in all of New York City.

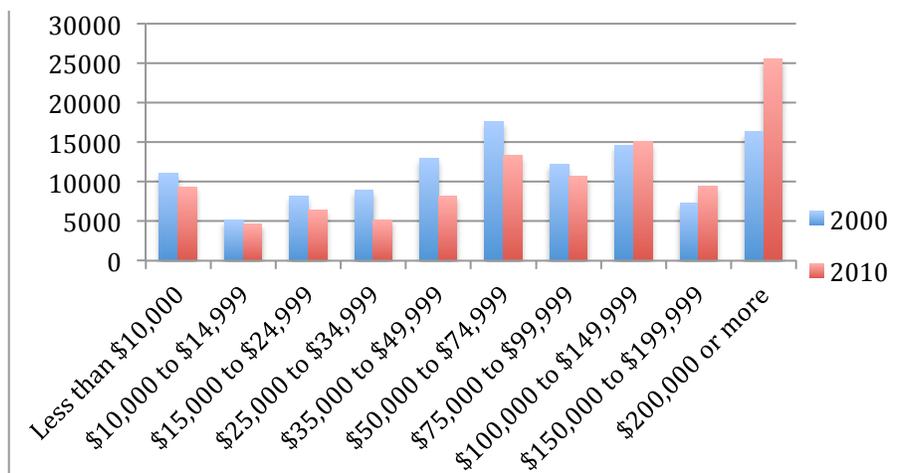


Income

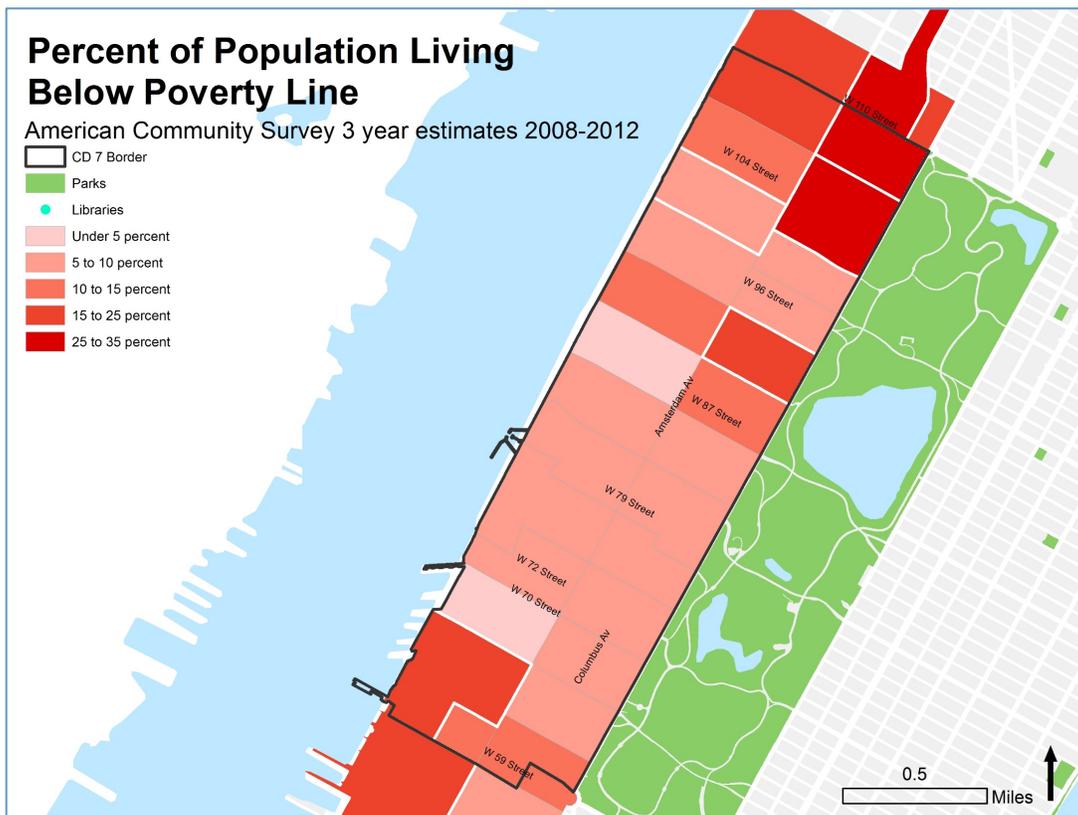
By far the most significant demographic shift occurred in the area of household income. Over the past decade, New York City has seen:

- The largest income gap in the US -- top 20% earn \$371,754, bottom 20% earn \$8,844.
- A 52% increase in homelessness from 31,000 to over 54,600.
- An increase in the poverty rate from 18% in 2007 to 21% in 2012.

In Community District 7, growth in the income gap is even more pronounced, with the proportion of top earning residents nearly doubling over the past decade. In 2012, median household income was estimated at \$99,000 for the Upper West Side, \$68,000 for Manhattan, \$52,000 for New York City, and \$58,000 for New York State.



However, despite a marked increase in average income, most residents would also confirm observable differences in income disparity, homelessness, and growing pockets of poverty.



2.0 Countervailing Trends: Rapid Development and Growing Pockets of Need

Since the 1980's, the Upper West Side has seen tremendous economic growth and development. Several factors, including easy access to transit (Subways 1,2,3,A,B,C,D and multiple bus lines), proximity to parks (Central Park and Riverside Park among others), strong public schools, and engaging street life make the district especially attractive to families, seniors, and people who want a short commute to Manhattan's business centers downtown.

During the economic upsurge of the mid-90's and early-00's, developers seized the opportunity to develop housing for a seemingly insatiable demand. Low-density buildings were replaced by luxury towers. Multi-apartment brownstones were (and continue to be) consolidated into single-family homes. Vacant lots (what few remained) were purchased and developed into large-scale, mixed-use complexes. Plans were approved in December 2010 to develop the last open lot in the district (at 59th and 11th Avenue) into Riverside Center, a 3 Million SF mixed-use complex with 2500 residential units, a hotel, commercial facilities, playgrounds, and a 100K SF school, which will likely increase district population by 3-4% (not reflected in this report). The first two of the five buildings approved for development are in active construction. Those buildings are a block away from two additional new large-scale residential towers nearing completion on Fordham's Lincoln Center campus, as well as many other family-friendly new residential construction projects in the vicinity.

Brownstone Conversions



New Construction



In certain areas, the average price per square foot increased from \$300/SF in 1990 to more than \$1000/SF in 2010.

Despite rapid development and related improvements, many areas throughout the district continue to languish. So called “pockets of poverty” make up at least 10% of the population and experience unemployment rates over 10%, high school graduation rates under 10%, high instances of obesity, diabetes, and other health problems, and a disproportionate rate of crime (10% vs. 25%). Certain City support services for the economically disadvantaged already overlook pockets of poverty surrounded by affluence, making the experience of this segment of our population all the more heartbreaking as well as increasingly difficult to serve.

3.0 Issues and Opportunities

While rapid economic growth added high-end housing capacity, increased commercial activity, and improved quality of life for many in the district, it has also produced challenges. Resources, support systems, and opportunities for youth, seniors, and low- to middle-class residents have actually declined. Various impacts and related recommendations are outlined below.

3.1 Housing

	Total Units	Occupied	Vacant	%Vacant	Median Price \$M	%Change
1990	125,807	115,703	10,104	8%	\$1.45	333%
2000	121,834	114,262	7,572	6%	\$2.95	103%
2010	122,145	110,246	11,899	10%	\$5.54	84%
20-Yr Trend	-2.9%	-4.7%	+17.8%		282%	

Of 110,246 occupied units, 34,555 (31.3%) are owned and 75,691 (68.7%) are rented, of which 66% (or 50,078 units) are subject to some form of rent regulation. As housing values have increased, so has the income of the occupants. In 2010, median household income had risen to \$93,260, with average household income at \$164,244 (approximately 35% higher than the average for Manhattan, and 116% higher than the average for New York City). Interestingly, despite high incomes, a significant number of both renters and owners spend more than 50% of their income on rent or maintenance fees.

Affordable Housing. New York City’s affordable housing programs recognize the strength and stability brought to our communities through economic diversity. A broad spectrum of housing stock tends to enhance the character, mix, and sustainability of a neighborhood. Without local affordable housing, the commercial sector relies increasingly on shopkeepers, service providers, and employees that commute from other boroughs or states. Similarly, goods and services that might be generated locally must be imported, which exacerbates traffic congestion, air pollution, and infrastructural wear and tear.

Although accurate historical data is difficult to obtain, there is a palpable experience that the stock of affordable housing in the district has decreased at an alarming rate. Policy changes that introduced “luxury” decontrol—the elimination of rent protections for occupants whose rent reaches \$2,700 and whose income reaches a threshold amount—make no allowance for the age of the tenants. Once rent protection disappears due to luxury decontrol, the apartment is lost as affordable housing forever, even if the next tenant would qualify. As tenants reach the height of their earning power, they may lose their rent protection. However, once retired, they would be unable to sustain market rents, or become first-time co-op or condo purchasers because lending policies take into account future earnings.

Furthermore, luxury decontrol virtually ensures that: 1) regulated rents are unavailable to most new renters, with insignificant exception; and 2) that lower- and moderate-income tenants in rent-regulated apartments face escalating rents that will make their apartments increasingly unaffordable. MCB7 urges that housing programs, including Mitchell Lama, Tenant Interim Lease (TIL), 80/20, LISC, and other collaborative private/public relationships be strengthened and expanded. In addition, MCB7 calls for repealing the Urstadt Law, thereby allowing NYC to assume direct responsibility for managing its affordable housing crisis.

Public Housing. CD7 is home to three developments managed by the New York City Housing Authority: Amsterdam Houses and Amsterdam Addition, Fredrick Douglass Houses, and Wise Towers, with a total of 6,166 units. NYCHA and its residents face myriad challenges, including: the need for improved security, facility repairs, resident services, and inadequacies in the programs that support youth and elderly. Furthermore, lack of accessible and accurate data make it difficult to consistently address problems in a timely manner.



MCB7 urges the City to develop an effective data collection and response system for NYCHA developments. Funding is also necessary to sustain programs for (1) DFTA's senior centers and NORCs, (2) Space for after-school and child care programs, and (3) Community Center programming. Finally, MCB7 urges the City to convene a federal/state/local task force to address comprehensively NYCHA's persistent structural deficit.

Given the recurrence of proposals to build additional housing (potentially a mix of affordable and market-rate or luxury housing) on NYCHA campuses, it is crucial to have a unified plan in advance to preserve the open space, community centers and spaces for children's and youth services and programming. This is especially important in light of the uptick in gang violence and gang activity in our District, which has centered on youth living in or visiting NYCHA buildings.

SRO Buildings. The Upper West Side is home to more than 200 single room occupancy (SRO) buildings with 13,364 dwelling units, most of which do not contain a kitchen or bathroom. These units are typically the most affordable alternative for young singles, older veterans, the chronically ill, the formerly homeless, and the hardcore poor. Using the low-income benefit categories of Supplemental Security Income (SSI) and Medicaid identifies at least 25,000 people (over 10%) of the district population qualify for SRO housing. However, economic growth has motivated many SRO owners to convert their buildings (often contrary to zoning regulations) from affordable permanent dwellings into transient hotels that serve an increasing number of tourists in search of budget lodgings. Recognizing that existing regulations are not universally enforceable in the current economic environment, MCB7 would welcome new ways to create and preserve affordable single room housing units while also meeting the demand for budget hotels and other types of supportive housing in the neighborhood.

Budget Priorities for Housing

Add Skilled Trades Personnel for Public Housing Repair (NYCHA)

TBD, Expense

Repairs in public housing developments (Amsterdam Houses, Frederick Douglass Houses, Wise Towers and DeHostos) are in significant backlog. Repairs are made when there are enough of them to warrant the issuance of a contract. Having skilled trades (plumbers, electricians, carpenters) do the work at these developments would result in timely repairs and increased well-being of the residents.

Hire Appraisers, Assessors, Tax Auditors (DOF)

TBD, Expense

Older residential buildings have received unsustainable tax increases in recent years while new developments have received tax exemptions and abatements. Staff is necessary to review tax assessments and make appropriate corrections.

Participatory Budgeting Suggestions Housing Projects	Location
Install Wi-Fi hot spots	All NYCHA buildings
Add communication devices for people with disabilities	All NYCHA buildings
Renovate Elevators and install Security Cameras	All NYCHA Buildings
Install Automatic doors/locks	All NYCHA buildings
Add More ADA-accessible ramps	All NYCHA buildings
Install solar panels, white roofing, rooftop gardens	All NYCHA buildings
Add Composting Station	All NYCHA buildings
Repair Stairs/Elevators	All NYCHA buildings
Replace park benches throughout complex	All NYCHA buildings
Add Addresses numbers to buildings	All NYCHA buildings
Upgrade technology in Senior Centers	All NYCHA buildings
New Football Field, Fishing Pond, Black Box Theater	Amsterdam Houses - 1060 Amsterdam Avenue
Renovate Basketball Court	Amsterdam Houses - 1060 Amsterdam Avenue
Build Domestic Violence Center	Amsterdam Houses - 1060 Amsterdam Avenue
Repair Bathrooms	Amsterdam Houses - 1060 Amsterdam Avenue
Paint interior of all apartments	Amsterdam Houses - 1060 Amsterdam Avenue
Renovate Barrows Playground	Amsterdam Houses - 1060 Amsterdam Avenue
Renovate Playground, Add Lighting	Clinton Towers - 54th Street and 11th Av
Outgoing mail box	Harborview complex - 525 W. 55th St.

3.2 Public Schools, Libraries, and Resources for Youth

- More than 20,000 students are enrolled in public schools (including 10 elementary, 4 K-8, 10 middle, 1 new 6-12 and 13 high schools)
- More than 7,500 students enrolled in over 35 private/parochial pre-K, elementary and secondary schools
- 6 colleges and post-secondary institutions.

Overcrowding/Scarcity of Seats.

-- **Elementary Schools.** Overcrowding of public elementary schools in our District is now a chronic condition. One school, PS 199, completed the admissions cycle for the 2015-16 school year with over 60 families who reside in its zone to whom the school could not offer admission – effectively falling short by two full sections of students, making it among the most overcrowded zoned schools Citywide in three of the past five years. Nearly every other elementary school in the District, including PS 452, 87, 9, 166, 84, 145 and 165 operates at or above 100% capacity. This overcrowding persists despite the opening in 2010 of PS 452, a new elementary school that repurposed middle school space to alleviate elementary overcrowding. The DoE confirmed that the overcrowding trend on the Upper West Side is not temporary, and is expected to continue into the foreseeable future.

The results of this pernicious overcrowding include the loss of space dedicated to special activities such as music, the arts and science; the loss of a much-coveted "Gifted & Talented" program in one school and the constant threat to a dual language immersion program in another because they enroll out-of-zone students to satisfy their missions; and in many cases class sizes that approach or exceed grade-appropriate limits. In addition, the demand for increased dual language programming at the elementary and middle school levels cannot currently be met because of lack of space.

Overcrowding also has resulted in the erosion of diversity in our public schools. With so many schools able to serve only the children in the local zone, and the resulting inability to welcome students from other parts of the Community School District and beyond, the concentration of students by socio-economic, racial and ethnic classification as well as by other categories appears to be increasing (although for a variety of reasons that observation is difficult to measure directly and must in part be inferred).

The root causes of elementary school overcrowding include an increasing proportion of residents in the district choosing public school combined with increasing residential development, especially in the southern portion of the District. Compounding the increased demand for public school seats, most of the residential development in the District in the last 15 years has been built "as of right," meaning those development projects were not subject to public review or discretionary approvals that would examine their impacts on schools (or transit, sanitation, police, fire or a host of other public services), severely limiting the ability to plan and the resources to mitigate their consequences.

-- **Construction.** At least two schools in our District are facing the consequences of proximity to enormous construction projects that are expected to interfere materially with their enrolment, programming and ultimately the sustainability of their respective unique identities. PS 163 is less than 30 feet away from the proposed site for the construction of a 275-foot tall nursing home facility, which the developer seeks to build on a former parking lot that independent testing has confirmed is riddled with lead and other toxins. PS 75 is across the street from a proposed project that will build a 10-story luxury building directly on top of an existing 6-story structure most of whose apartments are subject to rent regulation. In both cases, the schools front some of the most heavily trafficked and dangerous roadways in Manhattan; the block for each was the scene of a driver killing a pedestrian in the last year. Each school has been left virtually to fend for itself against airborne toxins, the impending non-stop noise levels that will rival that of an airport for

several years, and the release of dust and particulate matter that will exacerbate asthma and respiratory distress levels in student populations already greatly above the national and City averages. Both schools enjoy robust enrolment from families zoned for other schools but who choose this one due to the unique mix of enrichment and remedial course offerings (for example, the highly successful ICE program at PS 75 which creates heterogeneous groupings of students with and without special needs, and the sought-after dual language immersion program at PS 163). The threat of the destruction of the learning environment especially for those who chose these schools has already resulted in families leaving the schools and enrolling elsewhere. The loss of the choice enrolment will threaten the economic and social viability of these valued programs, as well as the rich racial, economic and social diversity the schools seek through those programs.



While total education funding from the City and State have rebounded somewhat in recent years, the consequences of overcrowding limit the ability of schools to replace critical enrichment and remediation resources lost during the period of serial annual budget cuts in FY2008 to FY2012, which cuts at the time more than erased any net gains from the Court-ordered increases in funding required to provide students with the sound basic education guaranteed by the New York State constitution. Schools that were forced to maintain class sizes significantly above State-mandated targets struggle to reverse that trend. In light of this fact and the closing of local parochial schools, the DoE should review all possible spaces for public school use or as alternatives to co-location of charter schools. A comprehensive assessment of new development and its impact on the existing public school infrastructure is require for purposeful and successful planning.

The need for net new seats is confirmed by the DoE's having added a seventh Kindergarten section at PS 199 in September 2014, and at PS 87 and PS 9 for September 2015, even though those schools could not sustain enrollment at these levels (unless there was marked attrition among higher grades).

-- **Middle Schools.** Overcrowding in middle school grades is fast approaching the crisis proportions of the elementary school grades. DoE previously admitted that demand for middle school seats will soon eclipse capacity overall, and demand for certain types of middle school programs already far exceeds supply. DoE now claims that this scarcity of middle school seats has not materialized. The claimed reversal of the overcrowding trend at the middle school level may well be a reflection of the pernicious yearly uncertainty and exasperation leading parents, especially those who have or can create other options, to leave the public school system and possibly the City altogether. This is actually further evidence of a crisis and not of any meaningful solution to the problems.

Middle school overcrowding can be attributed to a variety of factors. In part it is driven by the aging-out of overcrowded elementary school classes reaching middle school grades. In addition, a portion of the excess demand for elementary school seats in the last 5-6 years was met by repurposing middle school seats, particularly at the O'Shea Complex on West 77th Street, where a building once dedicated exclusively to middle schools is now home to the K-8 Anderson School and PS 452, an elementary school, leaving only about a third of that space for middle school students.

Another cause of actual and potential future middle school seat scarcity is the effect of co-locations of charter elementary schools in other parts of Community School District 3. Many of those charter schools admit students from outside CSD3, who then become eligible for placement in CSD3 middle schools.

The 2015 opening of West End Secondary School in the former Beacon High School building represents the first net new middle school seats to actually come on line in our District in memory. WESS conducted extensive outreach to the entire Community School District 3 community, and is well-positioned to deliver on the goals for it as expressed in CB7's December 2013 resolution.

-- **High Schools.** The impression that there is a scarcity of high school seats in our District is a function not of diminished capacity, although the repurposing of a portion of the former Brandeis High School to house a charter elementary school did reduce the inventory somewhat. Rather, that impression is a result of recent experience with students from our District being effectively foreclosed from five non-specialized public high schools in neighboring Community School District 2 who have admissions policies favoring students from that District. Since 2004, no public high school in Community School District 3 that serves a general education population has such a geographic preference.

That experience of scarcity of local options will likely be exacerbated by the relocation of Beacon High School to a larger and newly renovated facility on West 44th Street. WESS, which will serve grades 6-12, will eventually phase in and replace some of the lost high school seats (as well as creating new middle school seats). Continuing 8th graders at WESS will have priority to continue, thus creating a mini de facto geographic preference for this District without actually creating one.

Two high schools in our District, Brandeis and Martin Luther King High Schools, were once large schools that were closed and their space used to house several smaller high schools serving distinct populations. Ten of the 13 high schools in the District are housed in those two sites. Apart from the charter co-location noted above, this does not itself create a resource drain, although it does create a need for additional support and coordination of resources so they can enjoy the economies of scale experienced by larger schools.

The co-location of a charter elementary school in the Brandeis High School building has prevented the placement of additional high school seats in the district, and has physically segregated high school students within their own building.

-- **Pre-K.** Given the overcrowding in public school buildings in our District, the Mayor's signature program to expand pre-K in our District will need seats to be located in venues other than schools. In fact, the need to accommodate elementary and middle school enrollment has necessitated repurposing pre-K classrooms at many schools and the reduction or elimination of pre-K programs or their relocation, leaving parents at a loss for pre-K seats in local schools precisely at the time that pre-K funding and awareness are at an all-time high. For schools in parts of Community School District 3 that lie outside Community District 7, pre-K is an effective draw for enrollment, and the elimination of pre-K seats has been used as one of several means to create space then seized for co-locations of charter and other schools. While it is not reasonable to expect all pre-K seats needed for our District to be in public schools, forging a positive connection with families of young children builds community from the ground up and should be maximized to the extent possible.

With only one year's experience under the Mayor's UPK program, the precise contours of the needs associated with this initiative, whether in terms of facilities to host the program or staff to keep it running, are only beginning to emerge.

The Beacon High School Building. Beacon High School operates in leased space, and is expected to relocate to new space outside the District effective September 2015.

In response to outreach from the DoE seeking community input on the next use to which the Beacon space should be put, MCB7 studied the issue and conducted public hearings. The CSD3 Community Education Council and the D3 Presidents Council similarly examined the issue and conducted outreach, and the three groups shared information and collaborated on a final recommendation to use the space as a new 6-12 middle and high school to be phased in starting with the 2015-16 school year.

This new use of the Beacon building will be a net addition of middle school and, eventually, high school seats in the District. A collaborative DoE planning process is underway with representation from MCB7, CEC3, Presidents Council, and other stakeholders has positioned the new school to meet the needs of the District, and will be a meaningful new option to address seat scarcity while meeting the academic and enrichment needs of a wide range of students from throughout the District, including students at every point along the educational spectrum. To truly achieve these goals, the building will need significant renovation and facilities improvement, for which funds have been allocated. The absence of a long-term lease renewal makes the site currently ineligible for capital investment. CB7 endorses any means to enable the required investment to proceed for the benefit of the new student population, including the use of eminent domain if no other solutions come to fruition timely.

PCBs and other Toxins. Several schools in our District have been at the forefront of awareness of contamination by poly-chlorinated biphenyls, or PCBs. PCBs are a known toxin with potentially catastrophic health consequences from excessive exposure. PS 199 was among the first schools discovered to have ambient PCB levels exceeded standards, and since awareness was raised, other schools (including many in our District) have been a source of concern for educators and parents. Community activism and the intervention of the federal EPA have succeeded in hastening the pace of remediation through the replacement of fluorescent light ballasts, which are a common source of contamination. In addition, many schools in our District continue to burn heating oil that produces excessive amounts of particulate matter, the remediation of which is slated for a much longer time frame. Funding is not available to accelerate remediation beyond current schedules.

Vulnerable Students. Changes made in the last five years to the funding streams targeting students with special needs have reduced resources available to schools, including zoned schools that are increasingly called upon to create inclusionary models that require additional staffing. One of the net results of the funding and curriculum changes whose implementation is nearing completion is the increase in class sizes for students for whom more individualized instruction is essential.

An assessment of the program is required to know whether its goal of placing special needs children in their zoned school is successful for those children, their families, and the overall school community.

Day Care and Head Start. The need for early childhood care beyond UPK continues to grow, and is crucial for working families. The efforts to baseline funding for these programs promised in the FY 015 budget continue to be crucial to allow for consistency of service and development of these programs and to give families a sound structure of support that endures beyond a single budget cycle. Sustaining funding at the FY 2015 level as a baseline is essential to provide needed services in the "pockets of poverty" that exist within areas of affluence such as found on the Upper West Side. For example, the median household income for the Upper West Side is approximately \$99,000 nearly double the City-wide average of \$52,000

and one-third greater than the Manhattan average of \$68,000. Yet 11% of residents in our District, or 24,141 people per a 2012 Census estimate, live below the poverty line. Of those, 3,415 were identified as children. Only by adhering to sustained baselined funding can we hope to build sustainable and consistent programs to address these heretofore unmet needs.

The consequences of living in the shadow of wealth for day care and Head Start can mean diminished opportunities for employment or independence as well as a lag in school readiness. Local community agencies are often the best equipped to understand local families' issues. The new RFP process for early childcare agencies should give weighted consideration to a community agency with a history of delivering service in that area.



After-School Programs. After-school programs provide a range of educational, social and recreational services in a supervised community-based setting, and are essential for many working families who need to work well past dismissal time at most schools. Stabilization of funding for these programs has restored a degree of certainty and predictability to these programs, but the concerns identified above with funding tied to pockets of poverty continues to raise the specter of unmet needs. For example, while the FY 2015 budget baselined funding at expanded levels for summer programs build on the afterschool model, an unexpected proposed cut in the Mayor's Executive Budget in May 2015 nearly led to the slashing of a local afterschool program's ability to enroll all of the children it serves (and was promised it could continue to serve) by a half. While funding was eventually restored thanks to our City Council member and the Speaker, the uncertainty that is generated when a supposedly baselined line item is slashed can damage and destroy the viability of the programs themselves.

Youth Employment. The Summer Youth Employment Program (SYEP) is a significant resource for teens living at or near the poverty level, offering both a financial incentive as well as access to job-readiness skills, bankable work history, a sense of accomplishment and self-esteem, and relief from inactivity and doldrums (and the mischief to which idle hands can become prey). It has also been shown to improve school outcomes both in terms of attendance rates and grades the following year. Only in FY 2015 has SYEP approached recovery from the cuts in funding in FY 2011, which reduced the number of participants roughly in half from the previous year.

The approximately 50,000 positions available in Summer 2015 followed an increase to 35,000 positions in Summer 2014, marking the first back-to-back increases in the scope of the program since those cuts, achieving employment levels comparable to the era prior to the serial cuts. . Even so, SYEP is able to offer positions to only about 25% of applicants, leaving more than 100,000 youth unable to find a position

through this program. Enhancing SYEP would have the dual effect of serving at-risk youth and enabling other summer programs that rely on SYEP for staffing to increase their outreach and service, such as enabling public summer camps and programs to meet their required ratios of supervisory staff. In addition, SYEP wages are typically spent in the community, making the program a boon to local businesses. SYEP can also be an effective alternative to the lure of gang activity on idle youth. It is thus essential that these higher funding levels continue to be maintained and to grow further still.



Public Libraries. CD7 is home to three NYPL branches and the Performing Arts Library at Lincoln Center. Local demand is increasing for a variety of library services, and our libraries have become even more important community centers, providing internet access for communications, job-search resources, and self-improvement and skill-building. The renovation of the St. Agnes Branch library expanded service in the central part of CD7. The current renovations under way at the Bloomingdale branch, which when completed will stabilize this aging structure, will still need additional significant investment for teen use, bathroom renovations, and a greater number of computers for public use, all desperately needed in a community that has experienced increased demand from successful outreach and from increased residential construction nearby. New carpeting and lighting are also still needed, as are dedicated computers and separate spaces for teens, children and older adult users. Similar explosions in residential construction will make the Riverside branch library the next to be considered for long-term planning and supplementation of services. Continuing current funding adequate to sustain a fully staffed 6-day schedule is essential, especially for providing vital resources to low-income residents.

Budget Priorities for Schools, Libraries, and Youth

Renovate the Bloomingdale Branch Library (NYPL) \$9.6M Capital
On-going structural renovation should be paired with new lighting throughout the facility; renovation of the basement to serve client needs instead of dead storage; a separate and appropriately equipped teen center; enhanced computer facilities; and furniture replacement.

Renovate of the Performing Arts Library (NYPL) \$5.5M Capital
The Performing Arts Library serves both local and City-wide needs. The building is in extensive need of system-wide structural renovation, including foundation waterproofing; sidewalk replacement and drainage management; safety and security upgrades such as improved exterior lighting, replacement of exterior doors and security cameras; as well as replacement of the HVAC systems including steam pressure stations, air compressors and steam heaters.

Primary day security in schools used as polling places (DOE) \$20K Expense
Unlike general elections, schools used as polling sites for primary elections are not closed to students. Additional security, whether School Safety Officers, per diem DOE staff, or others, are needed to ensure that voters leaving the polling site proceed immediately to leave the building using only the designated route.

Increase funding for the Summer Youth Employment Program (DYCD) TBD, Expense
Summer Youth Employment Programs serve several compelling needs. They provide alternatives to gang influence for at-risk youth; provide models and pathways to employment; develop positive work habits and self-esteem; and virtually every dollar earned is spent in the community. In addition, without the availability of this work force, community-based organizations serving children and youth cannot meet their adult-to-child ratios, making those programs less effective.

Increase funding for after-school and OST Programs (DYCD) TBD, Expense
Afterschool programs ensure that children are safe in the hours between the end of school and the end of their families' work day, when they would otherwise be most vulnerable, and provide opportunities for remedial instruction, enrichment, and safe play.

Increase funding for Physical Fitness Programs (DOE) \$55K/school Expense
Regular exercise is acknowledged as necessary for both physical and mental well-being. School overcrowding and scheduling changes to accommodate curriculum requirements have reduced gym and recess time. CB7 advocates keeping at least two playgrounds open after school hours for children to play.

Increase Funding Early Learn Programs, including UPK and Head Start (ACS) \$10M Expense
Adequate childcare is a necessity for working families. The Mayor's initiative to expand all-day pre-K, together with expanded Head Start programming, is funded under the Early Learn initiative, are proven drivers of achievement in school for years to come as well as stability for working families.

Participatory Budgeting Suggestions Education Projects	Location
Repair Water Fountains in all district 6 schools	Throughout the District
Build an inclusive playground	154 W 93rd Street (Joan of Arc Complex)
Upgrade Technology lab, replace 32 computers	PS 9 at 84th St & Col Ave
Install Air Conditioning for the gym, lunchroom, and main offices	PS 191 at 61st & Amst Ave
Add a Turf Field 53ft x 23ft in the Rear Patio of the building (Proposal Attached)	At MLK Education Campus - 122 Amsterdam Avenue
Install Bike racks	Outside all Public Schools in District 6
Add Air Conditioning	Louis D. Brandeis High School - 145 W. 84th St.
Build a Media Center	Louis D. Brandeis High School - 145 W. 84th St.
Improve Brandeis PA System	Louis D. Brandeis High School - 145 W. 84th St.
Install Air Conditioners	PS 75 - 735 West End Ave.
Rooftop Garden	Louis D. Brandeis High School - 145 W. 84th St.
Renovate School Library	Louis D. Brandeis High School - 145 W. 84th St.
Improve Scanners and Swiping Systems	Louis D. Brandeis High School - 145 W. 84th St.
Build a Greenhouse Cafeteria	Louis D. Brandeis High School - 145 W. 84th St.
Install Solar panels and Wind Turbines	LaGuardia High School - Brandeis High School
Repair Broken Smart boards	Louis D. Brandeis High School - 145 W. 84th St.
Add Benches	Montesorri school - 325 W. 85th St.
Restore Courtyard	LaGuardia High School - 100 Amsterdam Av
Upgrade Technology	PS 75 - 735 West End Ave.

Participatory Budgeting Suggestions Libraries Projects	Location
Add Panels to absorb sound	Throughout the District
Add Info Kiosks	Throughout the District
Add Book Van/ Mobile Library	Throughout the District
Build Media Lab	St Agnes Library 444 Amsterdam Avenue
Repair cracked steps	Bloomingdale library - 150 W. 100th

3.3 Health and Human Services

- 8 food pantries
- 27 programs for seniors, including 9 senior centers
- 2 nursing homes; 15 ambulatory health facilities; 10 chemical dependency services
- 20 mental health programs; 10 programs for people with disabilities
- 16 residential facilities/supportive housing for adults and families

Hunger. Low- and fixed-income neighbors are struggling to keep up with steeply rising food prices. Healthy foods in particular are more expensive and not readily accessible in many parts of the community. Meal programs and food pantries have seen a sharp increase in demand, and a corresponding decrease in government funds and donated foods. The pantries are only able to supply clients with enough food for three days a month.

West Side Campaign Against Hunger (WSCAH) has had increases in people using their service, which demand has not abated with the reduction in size of a nearby homeless shelter. It has in fact experienced strong increased demand since '08 to 68%. Senior participants increased by 22%, while families with children increased by 16%. On-site services from other agencies, which had made WSC a one-stop center for assistance have been cut-back or eliminated. Use of the food stamp program has also increased. The elimination of the fingerprint requirement for food stamps, which had discouraged many from obtaining needed help, is also expected to increase usage.

Homelessness. Like the rest of New York City, the Upper West Side has seen a spike in homelessness over the past year. While shelters and supportive housing exists on the West Side to accommodate homeless people, budget cuts have diminished services available to those living with mental health issues, addiction, and AIDS. The lack of supportive services for these populations increases the risk that they will return to the streets. Also, cuts in Section 8 housing vouchers have left non-profit agencies looking for alternative sources to cover 60% of their tenants' rent. Additionally, the use of single-room occupancy (SRO) buildings as transitional shelters has greatly reduced the number of permanent housing units available to low income people. Lack of communication regarding the placement of homeless shelters has caused considerable turmoil within the community.

Seniors. The Upper West Side is home to three Naturally Occurring Retirement Communities ("NORC"s), which receive funds targeted to aging populations. While budgets for the NORCs have been reduced, the Academy of Medicine initiated a pilot project to explore ways in which the city can be friendlier to those growing old. Senior citizens have offered recommendations to improve safety and comfort. Benches, liberally scattered around the area, would encourage those unable to walk for a distance to feel more comfortable going outside and socializing with their neighbors. Stores accessible to wheelchairs and walkers would also encourage more activity among seniors.



Despite improvements, older members of the community continue to face challenges:

- Senior Centers have had to cut offerings of food and transportation.
- Extended In-Home Services to the Elderly Program, which provides homemaking for vulnerable homebound seniors not eligible for Medicaid, has been drastically cut.
- Adult Social Day Services program, which provides therapeutic environments for disabled seniors (many with Alzheimer's) and respite for family caregivers, has been eliminated.
- Elder Abuse Prevention Programs and Geriatric Mental Health Initiatives have been cut.

Furthermore, contracts for services from the Department of the Aging (DFTA) no longer include fringe benefits in the salaries of employees. This places an added burden on not-for-profit agencies that provide a safety net for seniors. Ultimately, the strain on these services will contribute to the need for institutional placement of many who could have remained in their own homes.

Accessibility for Disabled Residents. Access to buildings and services continues to be a serious problem for those with limited mobility. Independent community groups have begun to identify opportunities to improve accessibility. MCB7 supports on-going efforts to make every public establishment accessible to all, even if such access is transitional toward full ADA compliance.

Child Health. Childhood Obesity, recognized as a serious problem throughout the country, is especially pronounced in cities where children have limited opportunities to exercise. Many schools do not have gyms. Playing fields are scarce and often leased to adult teams to generate revenue. MCB7 continues to advocate for maximum allocation of public facilities for public school students.

Rats and other Pests. The Upper West Side has seen a marked increase in rat, bed bug, and mosquito infestations over the few several years. MCB7 has worked with the Department of Health to offer resources and clinics on pest control. Continued education and collaboration with the tenant associations, Department of Health, Department of Environmental Protection, and the Department of Sanitation are essential to controlling pest populations in a safe and effective manner.

Budget Priorities for Health and Human Services

Ensure ADA Compliance (DOT, CHR, DOB, DFTA, DOH, DOE)

TBD, Expense

- Audible/tactile signals on traffic lights
- Wheelchair accessible businesses and public buildings
- Inclusive parks and playgrounds for people of diverse abilities
- Publicity of resources available for disabled people

Fund Hunger Programs (HRA)

\$20K Expense

In 2014, The West Side Campaign Against Hunger has provided 51,760 households with 1,705,541 meals, an increase of 5% over the previous year. \$20,000 from the Emergency Food Assistance Program close the ever-increasing food deficit.

Fund Home Base Program (DHS)

TBD, Expense

58,000 people sleep in the City’s transitional shelter system. Rather than pay exorbitant rates to SRO owners for transient rooms, fund the Home Base program to help keep people in their homes.

Participatory Budgeting Suggestions Health and Human Services Projects	Location
Renovate Community Center	St. Matthew and St. Timothy - 26 W 84th St,
Repair Community Center	Broadway Mall Community Center - 96th and Broadway
Update Community Center Gym	YMCA - 5 W. 63rd St.
Build a Small public library in the Senior Center	Project Find Senior Center in Clinton Housing - 530 W. 55th St.
Add seating for seniors and disabled	All public buildings
Add hearing loop aids and hearing aid friendly lamps	All public buildings

Build Wi-Fi spaces for seniors	Hamilton Senior Center (111 W 71st St) and Goddard Riverside Center (593 Columbus) and others
Add Performance Theater Stages At Senior Centers	Hamilton Senior Center (111 W 71st St) and Goddard Riverside Center (593 Columbus) and others
Increase home care & support for people with dementia	Senior centers
Increase Curb Cuts for the disabled	Throughout the District
Build Accessible Bathrooms	Goddard Riverside - 593 Columbus
Build a New Animal Shelter	In the District
Build a New Homeless Shelter	Goddard Riverside - 593 Columbus
Create a WSCAH Mobile Food Pantry	For Use Throughout the District
Create Mini Libraries in Shelters	Shelters in Upper West Side
Increase Hearing Test Sites	Throughout the District
Increase Rat Abatement Programs	Throughout the District
Add Water Tower Art	Throughout the District
Install Public Wi-Fi	Throughout the District

3.4 Transportation

- 193.6 lane miles of paved streets.
- 6 North-South Bound Avenues + Broadway Boulevard.
- 51 East-West Streets.
- Six bike paths.
- 14 NYCT bus routes.
- Seven subway routes; 14 stations.
- In 2012, 2030 vehicular crashes in the 20th Precinct; 1334 in the 24th Precinct.
- 64% of CD7 workers travel by mass transit.

Street Safety. Four pedestrian deaths in CD7 in the first six months of 2014 focused unprecedented attention on the continuing danger on our streets and the urgent need for thoroughfares that are safe for all users. The deaths were clustered between 95th and 97th streets west of Amsterdam Avenue. In response, the Department of Transportation has implemented safety upgrades at two intersections and is proposing changes to a number of intersections along West End Avenue, including implementing proposals included in recommendations forwarded to DOT by MCB7 in 2013.

These tragedies underscore the necessity for DOT to proactively redesign streets and intersections throughout our district so that future calamities are impossible or far less likely. To achieve the goals of the mayor's Vision Zero initiative, MCB7 recommends the use of various tools that would improve safety, including: curb extensions, pedestrian islands, mid-block bulb-outs, raised crosswalks, protected bike lanes, split-phase signals, leading pedestrian intervals, left-turn bans, narrowed lanes, and abrupt changes in road surface. The DOT should consider deploying these tools district-wide to prevent the two leading causes of pedestrian deaths – speeding and failure to yield.

While MCB7 would welcome a comprehensive district-wide analysis on traffic safety, MCB7 has identified a few areas are of particular concern:

- The corridor between 95th Street and 100th Street, west of Central Park West.
- Amsterdam Avenue: In December 2013 MCB7 unanimously passed a resolution asking DOT to study redesigning this high-speed arterial to include a physically protected bike lane and improved safety for pedestrians and all vehicles. Not satisfied with DOT's lack of response, CB7 renewed its call to immediate action in July 2015.
- The Lincoln Square intersection of Broadway and Columbus Avenue, West 63rd-66th Streets: DoT is now implementing the plan that emerged from a collaborative community process to solicit input on areas of concern and potential solutions. The new design is expected to make a perilous intersection safer and more functional for all users.

MCB7 is also monitoring traffic resulting from the West 72nd Street connection to Riverside Boulevard, and has called for the full construction of Riverside Boulevard to West 59th Street, linking Riverside Drive and Route 9A, which some believe will reduce traffic on West End Avenue.

Concurrently, MCB7 suggests continued measures to ensure pedestrian safety throughout the district, including:

A 20mph speed limit around all schools would improve pedestrian and student safety. In addition, adding noticeable striping, signage, and in some cases neck-downs (curb extensions) would alert motorists that they are entering a school block, and would improve safety for students traveling to and from their schools.

Countdown Timers would alert pedestrians to how much time they have for a safe crossing of streets, which is especially important to seniors. MCB7 requests that all intersections have pedestrian countdown timers.

“Stop Here on Red” Signs for turns along the Broadway Malls would ensure that motorists know they must stop in the medians and wait for a green light before proceeding.

Red Light Cameras would discourage drivers from jumping red lights, especially at Central Park West & 63rd Street, adjacent to the Ethical Culture School; at West End Avenue & 72nd, 79th, & 96th Streets; and at 66th Street & West End Avenue, near Lincoln Towers.

Shared Streets. As driving becomes increasingly expensive on the Upper West Side and its effects on both the local and global environment become clearer, a growing number of residents have begun to use bicycles for everyday transportation. Having encouraged construction of a protected bike lane along Columbus Avenue, MCB7 is now challenged to balance the needs of cyclists, motorists, pedestrians, and local businesses on the street. While the lane and its associated refuge islands and shortened crossing distances are a great benefit to cyclists and pedestrians (and to gardeners thrilled to tend the tree pits that punctuate the lane), the redesign elicited two main concerns among some local businesses and residents: loading/unloading and customer parking. MCB7 continues to work with individual merchants to ensure that all loading/unloading issues are effectively addressed, and that local, appropriately priced parking is available to customers who arrive by automobile.



Although the street redesign added new dedicated loading zones, curbside parking was curtailed in order to accommodate “mixing” lanes that allow cars to safely turn left across the bike lane. Some have argued that raising the price and timing of metered parking would greatly increase turnover at available curbside spaces.

Shared Sidewalks. As sidewalks become congested with tourists and visitors, street vendors have become increasingly eager to take advantage of new markets. The proliferation of food trucks and sidewalk

vendors has many Upper West Siders frustrated by the lack of enforcement and/or licensing limits. Additionally, street furniture (newsstands, bus shelters, bike racks, news boxes, pay phones, mail boxes, benches, etc.) and sidewalk cafes have begun to over-crowd the sidewalks. MCB7 encourages a more comprehensive approach to optimizing shared use and management of sidewalks, perhaps including a coordinated street furniture franchise to eliminate obstructions as well as visual clutter.



Efforts are also being made to minimize permanently enclosed sidewalk cafes, especially after they have become vacant. Except in rare circumstances, enclosed cafes unduly narrow the sidewalk and cause pedestrian congestion. MCB7 would like some kind of bonding mechanism to guarantee the removal of cafe structures when they change ownership.

Parking. The issue of whether CD7 has too much or too little parking has vexed the community for decades. There are contradictory data concerning garage occupancy rates and automobile ownership/usage. There are conflicting positions as to whether additional parking will ease traffic congestion or encourage more automobile use. Many residents urge the city to issue residential permits for street parking, which could generate revenue and mitigate pollution caused by drivers constantly “hunting” for vacant spots.

Subways. CD7 has the 3rd highest number of subway commuters in New York City. It is served by two major subway lines with seven different routes. Along Broadway, the IRT #1 serves local and express stations and the #2,3 serve express stations. Along Central Park West, the B/C lines serve local and express stations, and the A/D serve express stations, such as 59th Street/Columbus Circle - a major junction where the two subway lines intersect. On the IND Central Park West line, more local trains during “shoulder” periods - immediately after “rush hour” - would alleviate long wait times and congested trains. Recent service cuts have caused most off-peak trains to resemble rush hour trains in crowding conditions. Countdown clocks in the Broadway lines’ stations have received rave reviews by subway riders and would be welcomed on the Central Park West lines as soon as possible.

Buses. Bus service throughout the district could be improved, especially after the 2010 service cuts. MCB7 supports “on-street” supervision of bus service to improve NYC Transit’s response to actual operating conditions, especially on weekends.

- M104 service was truncated at Times Square, which affected thousands of riders who rely on the one-seat ride to Grand Central and the United Nations.
- M11 service levels are insufficient to handle growing demand, especially among elderly people.
- The M60 bus, connecting the Upper West Side to Central Harlem and LaGuardia Airport is a major success story for the MTA, and should be extended further south to the Broadway/96th Street area.
- The articulated buses on the M79 and M86 lines require longer headways, which can cause buses to “clump up” and cause huge gaps in service.

The recent introduction of Select Bus Services, with off-board fare collection, is expected to speed service significantly on the heavily used M86 cross-town bus (and the highly successful M60 route).

Bicycles. The addition of bike paths and protected bike lanes has dramatically improved safety conditions for cyclists on the Upper West Side. MCB7 encourages continued expansion of protected lanes especially in light of the imminent extension of the city's bike share program to West 86th Street in 2015, and to West 110th Street in 2016.

Street and Sidewalk Conditions. Considerable automotive traffic, combined with an unusually high number of utility cuts, and a high volume of sleet and snow over the past few years have culminated in poor street conditions on the Upper West Side. A recent survey of east-west streets indicates that many of our blocks are riddled with ruts, potholes, faded striping, and poor curbs. These conditions present unsafe conditions for vehicles and pedestrians. On average, DOT resurfaces approximately 13 of the 193.6 lane miles in CD7 annually. There were 620 pothole complaints and numerous reports of holes in pavement that collect water and restaurant garbage run-off. MCB7 recommends a significant increase in resurfacing of streets and curb lanes.



Similarly, sidewalks are in need of repair, especially at street corners where water tends to pond. Many sidewalks carry violations, especially near sidewalk vaults along Amsterdam Avenue and Broadway. The replacement of a sidewalk vault requires special engineering and can be costly. MCB7 recommends that another method be sought to skim-coat existing sidewalk surfaces over vaulted areas, when sidewalk replacement isn't feasible.

Budget Priorities for Transportation and Traffic Safety

Install pedestrian count-down timers (DOT)

\$50K Capital

The safety of our pedestrians is paramount. Countdown timers allow pedestrians to more carefully gauge the amount of time left to cross an intersection, and whether they should even attempt the crossing, depending on where in the cycle they arrive. Count-down timers also enable drivers to estimate better how much time remains before they will be required to stop.

Replace Curb Cuts (DOT)

TBD, Capital

DOT does not have funding to repair existing curb-cuts/pedestrian ramps. CB7 is conducting a survey of all curb-cuts in the district. Phase One of the survey covering 57 curb-cuts from West 60th-89th Streets identified the following conditions: **10** super-bad; i.e.: basically impassable, require immediate fix; **23** severe cases; definitely high-priority and should be repaired as soon as possible; **15** bad but not yet terrible, yet if allowed to deteriorate would probably become severe cases; **9** not great but not good; bear watching.

Fund Speed Cameras (DOT)

TBD, Capital

Speeding near schools continues to be a problem throughout the district, with some areas, such as West 95th/West 96th Street-with nearby entrances/exits to the Henry Hudson Parkway, a particular concern. Strategically placed speed cameras would make the areas close to schools much safer for children and all pedestrians.)

Fund Streetscape Safety Improvements (DOT)

TBD, Capital

Many streets in the district need new treatments - whether it be bulb-outs, sidewalk extensions, traffic-calming, bicycle parking, etc.

Install Pedestrian-Initiated Traffic Crossings in Central Park (DOT)

TBD, Capital

Electric and other infrastructure, and programming capacity, to coordinate traffic signals in Central Park electronically, including providing the ability for pedestrian walk signals to be activated by "push buttons" when pedestrians want to cross the Drives. The traffic signals in Central Park were installed decades ago, essentially to govern private motor vehicle traffic, which has increasingly been prohibited in the Park.

Fund Pilot for Variable Traffic Signal Timing (DOT)

TBD, Capital

Many intersections have variable crowd conditions depending on time of day - for instance, when schools let out, the PM rush hour, the AM rush, etc. DOT has said they cannot at this time program traffic signals by time of day. We believe this technology is important for safety, and must be pursued.

Fund Street and Curb lane Resurfacing (DOT)

\$200K/lane mile Capital

There are 193.6 lane miles of paved streets in CD7, slightly more than 10% of the lane mileage of all of Manhattan. The huge increase in street cuts for utility work, including fiber optics and cable, and construction has left CD7's streets in dire shape. Side streets and intersections are particularly rutted. Many blocks on Broadway, Amsterdam Avenue and Columbus Avenue have ruts as deep as 6 inches in the parking lanes near the curbs.

Fund Red Light Cameras (DOT)

TBD, Capital

Failure to yield & running red/amber lights with the resultant vehicular/pedestrian accidents resulting in serious injury and/or loss of life - continues to be a serious concern throughout the district. The placement of red light cameras - particularly in areas known to be at a high risk for vehicular/pedestrian conflicts - would send a strong message to operators of vehicles that speeding and improper/illegal movements will not be tolerated, and violators will be prosecuted to the fullest extent of the law.

Reconstruct Riverside Drive, West 104th-110th Streets (DOT/DEP)

\$2.95M Capital

An inter-agency effort has mitigated serious drainage problems on Riverside Drive from West 104th -110th Street. Full reconstruction is needed to improve drainage, replace catch basins that do not meet current standards, increase the curb reveals, and repair unsafe medians affected by subsidence.

Install signals for visually handicapped pedestrians (DOT/Accessibility)

TBD, Capital

Those of our community with handicaps, are frequently unable to share in a quality of life open to others and a free access to the world outside their homes. Moving along the streets, the visually handicapped have no way of knowing if it is safe to cross the street We are recommending that audible signals be developed by DOT to indicate red lights.

Fund a speed/red light camera pilot to enforce TLC violations (DOT)

TBD, Capital

Pending a check of the legality of such a program, this would catch TLC-licensed vehicles who are speeding or running red lights, or other illegal movements.

Fund placement of safety signage. (DOT)

TBD, Expense

There is a lack of signage where the Henry Hudson Parkway exits on to West Side streets, at the 79th Street & 95th-96th Street exits. As this may be the first place vehicles are actually on NYC streets from their point of origin, it is essential that New York City's rules & regulations be visible to motorists who may not be aware of them. **"NYC Law-no right on red", "NYC Speed Limit 25mph unless otherwise posted" are especially important.** Additionally, there is a paucity of speed limit signage throughout the West Side.

Fund Traffic Enforcement Officers. (NYPD)

\$600K

Expense

Add 15 new uniformed patrol officers to increase enforcement of traffic rules in CD7.

Restore the number of police officers in precincts and PSAs (NYPD)

\$500K

Expense

The number of uniformed officers in our precincts and housing developments has been reduced to minimal levels (121 in the 20th; 127 in the 24th; and 128 in PSA6). CB7 seeks a restoration of the overall headcount to 50,000 and the number of uniformed patrol officers to 40,000, which would fully staff community policing, sector patrols, enforcement of traffic and bicycle regulations, and special units.

Participatory Budgeting Suggested Transportation Projects	Location
Add Bicycle trails/lanes defined in Riverside Park	Riverside Park
Expand Greenway into two separate paths	All areas of the Greenway in RSP
Add an elevator at 79th St. subway	79th Street Subway
Add bioswales for drainage	Throughout the District
Improve traffic signage in Central Park (better indication of direction)	Central Park
Replace plastic newsstands - like CemUSA	For the entire District
Add hanging plants	On the Block from 93rd Street between CPA and Columbus
Improve crosswalk drainage	Throughout the District 6
Expand Bike and pedestrian Lanes	Hudson River Greenway (50' sto up to end of district)
Upgrade machines in MTA Stations	Throughout the District
Add Sidewalk extensions	heavily-trafficked intersections in the Upper West Side
Add Bus Shelters	54th and 11 avenue
Improve signage for traffic using the 95th Street exit ramp	95th Street Exit Ramp

Add Bike Corral (Mentioned Five Time)	514-518 Columbus Ave/ 2073 Broadway (in front of Trader Joe's)/ 1980 Broadway (in front of the Apple Store, 67th and Broadway)
Widen Bike lane	Near Henry Hudson Parkway
Add Countdown clocks for street crossing	Throughout District 6
Add Bicycle Parking	Upper 50's Street between Hudson Greenway and 10th Avenue
Expand Bike Lanes	On W 66th street btw Freedom Pl & Riverside Blvd M 72 Bus stop / Upper 50's Street between Hudson Greenway and 10th Avenue
Install signs/floorings to slow bikes down	Near Henry Hudson Parkway
Upgrade Bus shelter lights	Throughout the District
Add count downtown clocks for buses	Throughout the District
Heat subway stairs	In Subway stations throughout the District
Add Taxi Stands	Throughout the District
Add signage for bicycles to highlight rules	Throughout the District
Add flashing Stop Signs	Service road, 96th St. 106th and West End Avenue
Build Walkway to cross highway	55th & Westside Hwy
Add Canopies over subway entrances	District 6 subway entrances

Add Speed bumps around schools	Streets around local schools
Add lighting for Greenway (Foot Path and Bike Paths)	57th to 72nd street in Riverside Park under the highway
Add Lights on bike lanes	Bike lanes throughout the District
Add signs to locate elevators at train station	Throughout the District
Add Fans	103rd Subway Station
Repair Sidewalks (potholes, talking streetlights)	58th Street and 59th Street
Add Traffic Lights for Bike Traffic	Amsterdam Houses - 1060 Amsterdam Avenue
Add Traffic light	W 55th Street between 10th and 11th Avenues
Repaint yellow lines on sidewalks	Throughout the District
Street light Repair	Corner of 54th Street and 11th Avenue/ Around Clinton Hill area
Expand 86th Entrance	South East Corner of 86th Street
Prune the Trees and enhance street Light	From 86 to 106 Street
Add Heating in heavy traffick areas	Various locations in the District on 79th/81st/72nd
Add Canopy on 103rd Street Subway Station	103rd Subway Station
Repair Sidewalks	54th and 55th Streets/ Around Harborview Terrace

Add Solar Powered heaters on bus stops	Throughout the District
Add Diagonal Crossing / Barn Dance	Crosswalks in particular locations in the District
Add Speeding cameras	Service road, 96th St. 106th and West End Avenue /Dangerous intersections in D6
Add Pay Phones that connect to precincts	Throughout the District
Subway Stations:Security Cameras in Subway Stations with phone link and precincts	Subway Stations Throughout District
Signal Timing- Pedestrians	96 and Broadway
Replace News Boxes with Nice Metal	On Intersections in Upper West Side
Add Stop signs/speed bumps on Riverside Drive service road	Along Joan of Arc Island on 93rd Street and 94th Street
Re-design traffic signal for left turns	Crossing 95th Street along Riverside
Add curb extensions to shorten crosswalks	95th, 96th, and 97th and Amsterdam / 62nd and Amsterdam
Install AC's In 96th Street Subway	96th Street (which train?)
Repair Robert Moses Pathway	Riverside Park
Extend allotted time for walk lights	62nd and Amsterdam & 62nd and 9th Avenue
Improve Drainage by pedestrian islands	Broadway and 66th Street
Add Lighting & repair bumps in sidewalks	Hudson River Bike Path (Cherry Walk)

Add Pedestrian Bridge	55th Street and 11th Ave
Install security round mirrors'	Throughout District 6 Stations
Repair Bowtie-pavement	Broadway at 71st, 62nd Streets and Columbus Avenue
Add Bus stop Light Phasing system	60th Street and Broadway
Upgrade newspaper Boxes on streets	Throughout the District
Add Curb ramps for mobility challenged	Throughout the District

3.5 Local Commerce

As the Upper West Side becomes a “must visit” destination for tourists, and home to wealthier residents, it also attracts national retailers interested in building/maintaining their brands. Storefronts on Manhattan’s Upper West Side are seen not only as lucrative high-traffic locations, but also as prime advertising spaces. Consequently, Broadway, Columbus, and Amsterdam Avenues have seen a major shift in commerce, from a diverse mix of local and regional retailers to a parade of outlets for national chains.

Banks and drug stores, in particular, are battling for supremacy over their competitors on these streets. In this context, landlords have great incentive to vacate and combine smaller retail spaces into larger spaces that attract national chains. This process tends to homogenize commercial offerings and deaden street life. Everyday amenities such as shoe repair shops, hardware stores, laundries, and small delis, are losing their footing in the face of high rents and stiff competition from national stores.

In addition, the arrogation of commercial space for national retailers and larger chains fuels the speculative escalation of rents to a point where smaller and local businesses cannot compete, exacerbating the homogenization of local retail.

Local Businesses



National Franchises



Efforts to stem the loss of local businesses and maintain the rich commercial fabric of the district include streamlining regulatory burdens on smaller businesses, developing local business networks, discouraging the “warehousing” of small vacant storefronts, and enforcing recently-passed special zoning that limits storefront size and maintains a diverse and vibrant streetscape.

Recent initiatives pursued by our elected officials and our Board include proposals to require mediation and arbitration if established businesses face rent increases that would drive them out of the space and our District.

Restaurants with sidewalk cafes are also an important part of the lively Upper West Side street life. There is a need for more clarity in the configuration of these amenities so that they may best serve their customers while not impeding pedestrian traffic.

Budget Priorities for Local Commerce

Coordinate City Regulations/Services for Small Businesses (SBA)

\$2M Expense

Small businesses face a myriad of regulatory inspections each year, all managed by different city departments. Fees and fines are inconsistent. Schedules are not coordinated, so businesses are often interrupted by random visits. Coordination of these regulations would go a long way to improving NYC as a fertile environment for small business to grow.

3.6 Public Safety

- 3 NYC Police Precincts (20th, 24th, and Central Park), PSA6, and Transit Districts #1 and #3
- In 2012, 1028 reported crimes; 1081 in the 24.
- Uniformed police officers: 134 in the 20th; 126 in the 24th; 85 in CP.
- Civilian Employees: 15 in the 20th; 22 in the 24th; 13 in CP.
- 5 Fire Stations: In 2012, 728 fires and 9400 emergencies, with a response time of 4:38 minutes.
- 24.8% recycling diversion rate.

New York Police Department. NYPD tracks seven major crimes as a primary indicator. Overall, major crime statistics in CD7's precincts, PSA6 (public housing division), and Transit show a continuing downward trend. Six officers of the 20th Precinct are dedicated NYCHA's Amsterdam Houses and Addition. MCB7 encourages NYPD to implement this approach at Frederick Douglass Houses and Wise Towers.

Staffing: NYPD has moved to a data-based deployment and response system that utilizes specialized units and task forces. Consequently, the number of uniformed officers in precincts has declined over the past 5 years. In the 20th and 24th Precincts, the number of uniformed officers (134 and 126, respectively) and civilian personnel (15 and 22) have continued to decline. PSA6, whose officers are responsible for NYCHA developments in eight precincts, has 127 uniformed officers. However, actual staffing levels are lower, due to homeland security assignments, military service, and sick leave. Recruiting, retention and civilianization are essential.

Fire Department. CD7 is located in the 9th and 11th Battalions and has 3 Engine and 2 Ladder Companies. In FY12, the Department responded to 10,128 incidents: 9,400 medical and non-medical emergencies, and 531 structural and 197 non-structural fires. The number and size of fires has decreased because of new construction and renovations of occupied and vacant buildings. It does take more time to get to a fire in the new high rise buildings. Average response time to structural fires was 4:17 minutes; ambulance response time to life-threatening emergencies was 6:54 minutes.

Engine Company 74 on West 83rd Street needs a complete renovation. So far, it has not been included in the FDNY capital projects. Several houses do not have emergency electric generators, which are needed to charge radios among other things. The houses that do have generators find they are often not maintained and may not function in a blackout.

Department of Sanitation. MCB7 supports the goals of the Comprehensive Solid Waste Management Plan (SWMP), including that Manhattan should assume as much responsibility as possible for its waste. MCB7 looks forward to working on plans for West 59th Street Marine Transfer Station.

In FY2012, DSNY collected, on average, 205 tons of household garbage per day. CD7's residential garbage continue to be transported to New Jersey by truck, which has a negative impact on air quality, roadways, vehicles, and worker productivity. Annually, MW7 collects 14,600 tons of paper and 7,781 tons of metal, glass and plastic, for a diversion rate of 24.8% of the waste stream. Over 2,464 recycling summonses were issued. More effective outreach and education could increase the diversion percentage and further reduce residential tonnage.

In addition to the use of barge transfer at the MTSs, MCB7 believes Manhattan's commercial waste could also be addressed through (1) expanded commercial waste source separation, (2) use of anaerobic digesters, (3) a targeted lifting of the ban on commercial waste food waste disposers, and (4) a rapid conversion of the commercial carting fleet to less polluting and quieter alternatives.



DSNY plays an important role in keeping sidewalks and streets clean. In FY12, 94.8% of the streets and 99.5% of the sidewalks were rated 'acceptably clean'. Enforcement agents issued over 4,715 health and administrative summonses, most for dirty sidewalks and failure to clean 18 inches from the curb. MCB7 recommends funding for 7-day enforcement coverage, which would also support rat control.

DSNY completed 99.9% of its mechanical broom routes on 93.6 miles of roadways and serviced over 1,000 street litter baskets with two pick-ups per day. The three business improvement districts and the Doe Fund help by removing and replacing bags while many local businesses and residents misuse baskets meant for litter by discarding their garbage in them. MCB7 finds enforcement of rules prohibiting household and business use of baskets and more frequent service, especially on weekends and holidays, are needed.

Budget Priorities for Public Safety

Fund a dedicated collection truck to service the street recycling cans (DSNY) TBD, Expense
Green and blue recycling cans have been added to street corners in MCD7. DSNY services them once a week. The recycling is overflowing and the cans are left open by people collecting cans. MCD7 is the pilot for this program, which is not working well given the lack of service.

Fund additional basket service at night and on weekends and holidays (DSNY) TBD, Expense
CD7's 1,000 litter baskets are never empty – and often they are overflowing. DSNY cut a Sunday basket truck, making it impossible to service all of the district's baskets. Additional basket service is needed from 4PM to midnight on Sundays and from midnight to 8AM on weekdays.

Hire civilian personnel for clerical positions (NYPD) TBD Expense
The goals of crime reduction and greater public confidence in the police have been realized in great measure through increased patrol strength. Patrol strength and its positive community impacts are being jeopardized as more officers must perform administrative work or are moved into special initiatives. To maintain patrol strength without breaking the budget, the NYPD should rescind the hiring freeze for civilians in administrative and clerical positions, restore civilian personnel to 14,400, and free uniformed officers for precinct patrol .

3.7 Parks and Open Space

- Major Public Parks
 - Riverside Park - 267 acres
 - Riverside Park South – 23 acres
 - Theodore Roosevelt Park – 17.5 acres
 - Central Park (shared with CB 8, 10, 11 and 5)
- 11 Public Playgrounds
- 59th Street Recreation Center (Gertrude Ederle Recreation Center)
- 6 Small Parks and Broadway Malls

CD7 is fortunate in having immediate access to two of the City's great parks: Central Park and a substantial portion of Riverside Park, including the new 23-acre Riverside Park South. In addition to the active recreation areas in these parks, the district has 11 playgrounds.

CD7 also has 35.5 acres of additional parkland distributed throughout the district. The Department of Parks and Recreation (DPR) maintains this parkland with 10 full-time workers, including a full-time horticulturist, seasonal workers and job training participants, all essential to maintaining the parkland.

With the construction of dozens of new high-rise residential buildings in the district in recent years, the increase in school-age population, the explosive increase in recreational and commuting cycling and other factors, though we are blessed with park space, we still suffer from lack of sufficient active and passive recreational space and chronic conflicts over the use of scarce real estate in our parks.

CB7 has been exploring the design and planning for the implementation of an “inclusive” playground at the Bloomingdale Playground (Amsterdam Avenue at West 104th Street). “Inclusive” playgrounds transcend ADA access compliance to create spaces where children of varying abilities and disabilities can actually and actively play together. CB7’s inclusive community process mirrors the goals of the play space itself.

Commercialization of Parks. The drive to increase city revenue has prompted an expansion of concessions in the parks. While certain new or expanded concessions might potentially be excellent revenue producers, many of these concessions would raise the financial threshold to visiting the parks. MCB7 continues to request a formal process for public review of proposed new concessions for all parks. MCB7 also opposes the effective closing of public parkland in favor of private uses.



Loss of Rear Yard Open Space. New development is not limited to large buildings, but continues to consume smaller open spaces in rear yards where existing religious, educational or community facilities exist; and between existing "towers in the park", such as Park West Village. Using the open space in the center of a perimeter block or the open space around or between apartment buildings affects the character, privacy, light and air and view corridors of existing dwellings. Furthermore, there is inadequate protection against rear yard developments that encroach upon precious open space and permeable surface area. MCB7 continues to explore ways in which private open space can be effectively valued and managed to the benefit of the community and the environment.

Open Spaces and Play Spaces in Public Housing Complexes. The prospect of developing open spaces in NYCHA complexes threatens the historical fabric, environmental health, and quality of life for local residents. MCB7 stands against the sale of open lands in public housing projects in the district. Furthermore, MCB7 encourages the development of community gardens, physical fitness facilities, and playgrounds to enliven these public spaces.

Car-Free Central Park. After several years of advocacy, DOT closed the park to non-essential automobiles in 2015. CB7 now encourages DOT to work with Central Park to design new travel lanes to that pedestrians, joggers, cyclists can safely share the road.

Responsible Park Development along the Hudson Riverfront. Since the original schematic plans for Riverside Park South were developed two decades ago, rising sea levels have threatened waterfront development, including waterfront parks. Planning and construction of the remaining sections of Riverside Park South, and renovations of existing piers and other structures in Riverside Park, must take into account the effects of rising water levels in the Hudson River, as well as increasingly strong and frequent major storms

Budget Priorities for Parks and Open Space

- Reconstruct Cherry Walk, Riverside Park, 100th to 129th Streets, (DPR) \$5M Capital**
Reconstruction of the existing bicycle and pedestrian path, including repaving the existing asphalt path, installing new park security lighting, and reconstructing sections of the existing rip rap edge and the landscape between the Henry Hudson Parkway and Hudson River. The Cherry Walk is heavily used by both walkers and runners. It was built without lighting, which makes it dangerous after dark.
- Purchase Parks Equipment for District #7 (DPR) \$150K Capital**
Vehicles will permit far more efficient deployment of the limited number of staff personnel, reduce or eliminate waiting times for existing shared vehicles to become available and/or to be repaired, and reduce unnecessary use of fuel.
- Restore Basketball Courts and Soccer Field, Riverside Park (DPR) \$500K Capital**
Reconstruct the basketball courts at 102nd Street and the steps leading to them and the 101st Street soccer field. This project would also provide two volleyball courts.
- Repair the Rotunda, West 79th Street in Riverside Park (DOT/DPR) \$100M Capital**
Federal, State and City funds are needed for the restoration of the 7 bridges, masonry and steps and basic infrastructure. The Rotunda is seriously deteriorated and needs to be restored.
- Restore Hippo Playground area of Riverside Park (91st-95th Streets) (DPR) \$750K Capital**
Reconstruct pathways, ramps and adjacent landscape around Hippo Playground, including the spectacular Crabapple Grove area and the 91st Street entrance to the park, all of which are severely deteriorated.
- Restore Soldiers and Sailors Monument, West 89th Street (DPR) \$1.5M Capital**
Stabilize, windows, roof and interior marble, as well as a conditions survey of this magnificent but badly deteriorated monument.
- Build the Green Outlook, Riverside Park (DPR) \$2.8M Capital**
Build the "Green Outlook" facility on the no longer needed south parking lot near the 96th Street tennis courts, including a landscaped overlook, a solar-powered comfort station using state-of-the-art compost technology and a sustainable parks maintenance building. This project would serve thousands of Greenway users, tennis players and other park users. This project would "green" a currently paved space and dedicate it to park users.
- Renovate Sol Bloom Playground (West 91st-92nd Streets) (DPR) \$1.5 Capital**
Renovate the schoolyard, which serves P.S. 84 and the adjacent community, into a multi-purpose play area with a track, mini-soccer field and basketball courts that can be fully utilized by the students during the school day and neighborhood youths after school and on non-school days.
- Renovate Anibal Aviles Playground, West 108th Street (DPR) \$1.5M Capital**
Renovate the playground, including new play equipment, safety surface, drinking fountain, lighting, fencing and landscaping.
- Renovate Dinosaur Playground, West 97th Street, (DPR) \$3.5M Capital**
Reconstruct the playground, including new play equipment and swings, safety surface, update of bathrooms in the adjacent comfort station, which would be made accessible for people with disabilities.

<p>Upgrade Gertrude Ederle Recreation Center, West 60th Street, (DPR) Replace roof and skylight in the old portion of the building.</p>	<p>\$500K Capital</p>
<p>Renovate Frederick Douglass Playground, West 102nd Street (DPR) Replace the synthetic turf field, which has outlived its life span, and repave the handball courts.</p>	<p>TBD, Capital</p>
<p>Repair Happy Warrior Playground, West 99th Street, PS163 (DPR) Repave the multi-purpose play area; rebuild and expand the park house as a district headquarters for M&O; and add a storage facility.</p>	<p>TBD, Capital</p>
<p>Repair Matthew Sapolin Playground, West 70th Street, PS199 (DPR) Upgrade the playground, including resurfacing the pavement around spray shower, replacing the safety surface, and replacing the backboards.</p>	<p>TBD, Capital</p>
<p>Restore perimeter sidewalk (DPR) The Park's perimeter sidewalks along Central Park West have buckled and present tripping hazards. Hex pavers, curbs and benches would be replaced. With the completion of the reconstruction of Columbus Circle and Frederick Douglass Circle, the Central Park West sidewalk in CD7, which connects the two locations, would complete the improvements.</p>	<p>\$250K/block Capital</p>
<p>Install pedestrian count-down timers near Central and Riverside Parks (DOT) The safety of our pedestrians is paramount. Countdown timers allow pedestrians to more carefully gauge the amount of time left to cross an intersection, and whether they should even attempt the crossing, depending on where in the cycle they arrive.</p>	<p>\$50K Capital</p>
<p>Reconstruct Naumburg Bandshell (DPR) An historic landmark, the Naumburg band shell is in extreme disrepair. Ongoing support is necessary to maintain this vital public amenity.</p>	<p>TBD, Capital</p>
<p>Add Enforcement Personnel for Riverside Park (DPR) Parks above 59th Street (River to River, including Central and Riverside Park) are patrolled by 11 officers. In the summer, these officers do swimming pool duty, so the numbers are effectively even fewer in summer, when the parks are busiest. (In addition four fixed-post officers, who are paid for under dedicated funding, patrol Riverside Park South and are available in Riverside Park only for emergency conditions.) No PEP officers are available to be assigned to patrol on regular beats in our District parks for quality of life and other offenses. An additional ten officers for Manhattan would increase safety and help address graffiti and other vandalism, littering, skateboarding, homeless, alcohol, off-leash, smoking, motor idling and other conditions throughout Riverside Park and in district parks and playgrounds on a steady basis.</p>	<p>\$600K Expense</p>
<p>Add Staff to Gertrude Ederle Recreation Center on West 60th Street (DPR) Reinstate two playground associates and two recreation specialists to run various programs, including programs for teens and adult fitness. Attrition policies resulted in the elimination of these staff lines and cuts in programming. It is essential that this new and thriving center be fully staffed. .</p>	<p>TBD, Expense</p>
<p>Add permanent staff for Riverside Park Districts #7 and #14 (DPR) Parks full-time workforce is responsible for park maintenance and cleanliness. While the FY15 budget provided funding for increased staff (Associate Park Service Workers, City Parks Workers, and Gardeners), additional funds are needed to rebuild the agency's permanent, year-round workforce, which has been substantially reduced because of budget cuts from its former baseline.</p>	<p>TBD, Expense</p>

Hire Pest control personnel (DPR)

\$50K Expense

Parks has only one exterminator for all of Manhattan. The rodent population in parks has exploded in recent years. In District 7, Verdi Square, Strauss, Theodore Roosevelt and Riverside Parks, the Broadway Malls, and several playgrounds have had extreme rodent infestations.

Hire Playground Associates (DPR)

\$8100/Summer Asst Expense

Summer associates would provide valuable programming and supervision for children at Bloomingdale, Frederick Douglass, Happy Warrior Sol Bloom Tecumseh, Bennerson, Neufeld, and Dinosaur Playgrounds.

Repair Synthetic turf field (DPR)

TBD, Expense

An annual expense contract to repair and maintain synthetic turf fields in CD7 will extend the lives of the heavily-used fields and provide safe playing fields.

Increase Staff for Tree Pruning and Stump Removal (DPR)

\$2M Citywide, Expense

DPR has more than 8,400 street trees in District 7, not including does Central and Riverside Parks. Funding for emergency pruning and a 10-year pruning cycle would make it possible for Parks to respond more rapidly to requests for tree pruning and stump removal, and would reduce safety concerns.

Participatory Budgeting Suggested Parks Projects	Location
Build a cultural center/museum	Near Henry Hudson Parkway
Resurface of the green way on Riverside Park	Riverside Park
Add Nighttime lighting	In playgrounds where they have Dog Runs
Increase Public Art in parks with Enclosures	Parks throughout the District
Restore and upgrade the exterior of Theodore Roosevelt Park	Theodore Roosevelt Park (81st btw CPW to Columbus & 77th btw Columbus
Plant and Restore Perimeter of Tree Pit	Theodore Roosevelt Park (81st btw CPW to Columbus & 77th btw Columbus
Replace Benches on Park side	CPW on 82nd and 83rd
Make Dinosaur Playground Senior Friendly	97 Street and Riverside Drive
Renovate Stone walls at River side park Above and below the Esplanade	72nd Street and North on Riverside Drive
Expand Dog Parks	Riverside Park
Resign Path	Eleanor Roosevelt Circle at Southern Entrance of Riverside Park to Greenway
Add Senior Reflection Area (with art and planting)	Theodore Roosevelt Park (81st btw CPW to Columbus & 77th btw Columbus
Buy Fruit trees (apples, plums, pears, and cherries) for Central Park Conservancy	Central Park
Add Waterfall for quiet reflection	Riverside Park
Repair tiles and stone work	Soldiers and Sailors Monument - 88th and Riverside Dr.
Replace Containers for 72nd Street For Kayak	Riverside Park 71st - 72nd Street

Build Winter skating arena	Columbus BID - 180 W 80th St,
Add Park-lets in between sidewalks and parking lanes	Particular Locations in District 6
Repair Central Park Pedestrian Bridge	72nd St. Bottom Loop and 66th Street
Redesign street for pedestrians and bikes	Central Park
Build a Boathouse to Expand Kayak Program	Riverside Park
Add storm protections	Central Park

3.8 Environmental Sustainability

Tremendous effort at all levels of government has been put into making New York City sustainable. PlaNYC set the goal of reducing carbon emissions by 30% by the year 2030 in addition to improving the amount and accessibility of open space, remediating brownfields, improving water quality, supporting alternative forms of transportation, and addressing air quality issues. MCB7 has identified sustainability as one of its primary goals.

Transportation Emissions. Many West Siders feel overwhelmed by traffic congestion, especially in terms of truck traffic and emissions. There is an increasing desire to reduce road traffic (including idle standing) and also create more access to energy friendly transportation alternatives like walking, biking, subways, and buses. Many groups are interested in limiting parking slots, adding bike routes, and redesigning intersections to make walking easier and more attractive. Many have also expressed interest in more frequent buses and subway trains along busy routes (Buses M104, M7, M11, Trains A, 2, 3). While DOT has added a significant number of bike routes in the district, many believe there is further need.

Building Efficiency. New development in the district creates opportunities to implement sustainable building systems, but existing building codes are limited and difficult to enforce. Most new buildings have glass facades, which constrict natural airflow and afford little room for energy saving insulation. Few new buildings take advantage of energy enhancements like solar panels and high-efficiency boiler systems. MCB7 supports the use of incentives that encourage energy efficiency and environmental responsibility.

Building Emissions. Recent legislation robustly supported by CB7 will effectively eliminate by the end of 2015 the highly toxic #6 heating oil used for too long in a huge concentration of buildings on the Upper West Side. The outlawed #6 oil produces a relatively high levels of health-threatening particulates. Use of #4 heating oil, which has roughly half the toxins and particulates of #6, can continue under the legislation for more than a decade. Several schools in the district also burn these oils, and may continue to burn #6 long after residential buildings must convert. MCB7 encourages accelerated efforts to begin now to eliminate #4 as well, and rid our air of these particulates and toxins.



Recycling. Numerous residents have expressed the need to step up recycling in parks and schools, where recycling guidelines are not enforced. Furthermore, constituents are interested in broader efforts to develop composting systems, reduce use of plastic bottles and bags, and encourage the use of biodegradable alternatives. Recently, New York City changed its recycling rules to require the recycling of all rigid plastics. MCB7 applauds this change and supports the installation of more recycling containers in public spaces, including street corners. MCB7 is also supports legislation that would ban the use of most polystyrene containers, which cannot be effectively recycled.

Budget Priorities for Environmental Sustainability

Dedicated enforcement staff for anti-idling law (DEP)

TBD, Expense

There is currently no routine enforcement of the anti-idling law, and only spotty and largely unsuccessful enforcement of specific targeted violations. Drivers of commercial and individual private motor vehicles park at our curbs and run their motors continuously with impunity. The NYC idling law is intended to reduce pollution that harms our health. It also is addressed to limiting the use of non-renewable fossil fuels. The Upper West Side is particularly vulnerable to asthma and other health problems from pollution because of our high population density and the continued use of polluting fossil fuels for heating our buildings. DEP has no funds budgeted for enforcement of the anti-idling law, and similarly neither the NYPD nor Traffic Enforcement engages in routine enforcement nor responds to individual, specific complaints. 311 complaints are not followed up on, and the 311 system is not suited to addressing this problem.

Participatory Budgeting Suggestions Environmental Projects	Location
Add Recycling, Composting, Solar Bins, Bulk Recycling Stations and Roving Vans	Public buildings, Parks, and Community Centers
Increase Tree plantings and Iron gratings	Throughout District 6
Install White/Green roofs	All Public Buildings
Install Solar Panels	All Public Buildings
Renovate Space to be Used as an Environmental Information Center	Public Building (Library) Central Park or Riverside Drive Park
Add a Mobile E-Waste Van	To collect E-Waste Throughout the District
Upgrade fire hydrants	Throughout the District

3.9 Land Use and Preservation

- Nine Historic Districts, including 1100 Buildings
- Seventy Four Individual Designated Buildings
- Four Interior Landmarks
- Four Scenic Park Landmarks

MCB7 is located between 2 historic parks, Central Park and Riverside Park, which are individual scenic landmarks that delineate the area. The surrounding side streets are filled with a variety of buildings of diverse architectural styles. Brownstone townhouses and elegant apartment buildings line these streets, many designed by the most outstanding architects of their time. More than 11,000 buildings have been included as part of nine historic districts, but many significant buildings are still unprotected and threatened with demolition or inappropriate changes. While not immediately threatened, the Con Edison Power Plant on 59th Street and West End Avenue, designed by McKim, Meade and White, is vastly underutilized, as only a portion is actively used for steam production. Its reuse as an integral part of the Riverside Park cultural area has been suggested.

Although there are notable exceptions, zoning is rarely used as a tool to encourage superior or extraordinary architecture or planning. Moreover, zoning ignores almost entirely the surface treatment of buildings and the choice of building materials. Such considerations should not be restricted to historical districts or landmarks. Creative ways should be found to encourage developers to strive for advances in design as well as efficacy.

Rear Yards. CB7 is concerned about the proliferation of rear yard extensions that fill in the "donuts" in the center of brownstone blocks. Greenery and open space - part of the individual residents' property and enjoyed by all this residing in the block - is disappearing. Schools and other not-for-profit uses are developing these areas, reducing the amount of greenery and open space, and changing the character of neighborhoods. Others seeking more space are building up and out without regard for their neighbors and for the light and air they are altering. Solutions may include tax incentives, currently offered for green roofs, and the need for DOB permits for installation of concrete. PlaNYC emphasizes the importance of sustainability and we are working toward that end.

Maintenance of designated buildings. Non-profit organizations like churches and synagogues frequently face the dilemma of how to maintain their historic buildings without draining their limited resources or resorting to redevelopment (by selling air rights) to generate funds. MCB7 encourages efforts to identify the needs of these designated buildings and provide support to maintain them. West-Park Presbyterian Church recently became a landmark and was saved from demolition by a group of community advocates.



West End Avenue Preservation. MCB7 celebrates the designation of the final traunch of the West End Avenue Historic District via the Landmark Preservation Commission's approval of the West End Avenue/Riverside Drive Historic District II in June 2015. The long-sought victory was tempered by the last-minute exclusion of dozens of buildings, mostly on Broadway, that were included in the groupings as originally calendared by LPC. Members of the community and a few of the LPC Commissioners expressed their belief that these structures were worthy and deserving of protection, and CB7 renewed its staunch support for the designation of the entire grouping through its June 2015 resolution. LPC's designation, assuming it is upheld by the Department of City Planning and the City Council, will complete the vision first introduced ca 2008 by the West End Preservation Society of preserving the unique character and sense of place defined by West End Avenue throughout its run from West 70th to West 108th Street.



Expansion of Notification of New Development. Soaring real estate prices attract rapid development, which is often "as of right," without any process of public review. MCB7 urges the city to provide some form of public review for as-of-right structures. Many feel that broad landmark designation is one way for the public to gain a seat at the table during periods of rapid development. At a minimum, in order to broaden awareness within the community, MCB7 recommends that any time any city agency receives notice (in any form) of a proposed development, the Community Board is also notified so that affected residents and businesses can be informed.

LPC Backlog. After reversing a threatened mass de-calendaring of 95 buildings that had lingered on the list of proposed landmarks for more than 5 years past their public hearings, LPC is now implementing an orderly process of re-examining each structure, including new opportunities for landowner and community comment, and a new public hearing. The new phases of public review should be concluded by the end of 2015, with designation decisions to follow. Only one proposal – a 3-building grouping at St. Michael's Church at Amsterdam Avenue and West 99th Street, is located within CD7, although the McKim, Mead & White IRT Powerhouse building on 11th Avenue at West 59th Street is directly adjacent to our District.

Going forward, CB7 endorses efforts to require expeditious resolution of proposals for landmark consideration, including introducing a workable timetable for referral, comment and decisions, but opposes efforts to preclude fresh consideration of proposals that did not result in designation within a prescribed time period.

3.10 NYC Administration and Finance

Tools for public access and action. Community Board 7 maintains a strong commitment to informing residents, businesses, and organizations about community actions, municipal applications, and evolving regulations. Often times, software and hardware resources are not sufficient to keep pace with the growing availability of data relevant to the community. In particular, CB7 requires software and hardware to make use of available data and to analyze statistical trends for engagement and planning purposes.

Budget Priority for NYC Administration and Finance

Increase Community Board budgets (OMB)

\$50K Expense

Community boards have not received a budget increase for non-personnel costs in more than eleven years. Meanwhile, costs and demands for services have increased dramatically. Salaries, which are based on DC37 contracts, had not increased since 2007. In 2014, DC37 agreed to a contract that modestly increases salaries of its members. Following the usual pattern, salaries of other unions and management will increase by the same amounts as DC37's. Board budgets, which are currently base lined at \$206,895, must be increased to reflect increasing OTPS costs and salary increases.

Data Integration/Accessibility (DOITT)

TBD, Capital

Since passage of the open data law in 2012, New York City agencies are now required to make data relevant to the public available online. The potential to use this data to inform public policy is enormous. However, much of the data is not in searchable format, nor can it be combined effectively with data from other departments. CB7 would like funds allocated to update and integrate data so it is searchable and useful in identifying trends and analyzing city policy.

Community Board 7 welcomes comments and recommendations. Please visit www.nyc.gov/mcb7 for more information. Special thanks to the standing committees and members of MCB7 for their contributions.



Elizabeth Caputo
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