

**RESOLUTION****Date: February 2, 2016****Committee of Origin: Transportation****Re: NYC DOT proposal for Amsterdam Avenue Bicycle and Pedestrian Safety Improvements.****Full Board Vote: 28 In Favor 13 Against 2 Abstentions 0 Present***Committee: 4-4-0-0.**Non-committee Board Members: 2-1-1-0*

Redesign of Amsterdam Avenue to create a “complete street” in accordance with the City’s Vision Zero Action Plan, including pedestrian refuges, turning lanes, dedicated loading zones and physically protected bike lanes which are designed to act as clear lanes for emergency vehicles. The goal is to shorten crossing distances and calm traffic (thereby increasing safety for pedestrians, motorist and cyclists) in order to reflect the residential nature of Amsterdam Avenue, and to safely integrate multi-modes of transportation.

The following facts and concerns were taken into account in arriving at our conclusions:

- The CB7 Working Principles for Transportation mandates that:
 - * Every person feels safe and is safe riding a bicycle on city streets and other places designated for bicycles in compliance with the law.
 - * Streets accommodate multiple modes of transportation, giving priority to insure safe crossings for pedestrians.
 - * Priority for the movement of people and goods is given to the more environmentally sustainable modes of transportation.
- The safety of pedestrians, especially those with mobility challenges such as seniors, the handicapped and children, is of particular importance and calls for on-going assessment and innovation in the way we use streets.
- CB7 unanimously passed a resolution on November 4, 2015 that it’s “highest transportation priority for 2016 is to work to significantly reduce the number of deaths/injuries on our streets with a goal of zero deaths and a goal of at least one-third reduction in injuries...”. New York City Department of Transportation (DOT) data shows that “complete streets” (streets with protected bike lanes and pedestrian refuges) experience an average 20% reduction in injuries, with motorists (-25%) and pedestrians (-22%).
- Complete street redesigns benefit local businesses by creating dedicated loading zones for trucks and increasing access for shoppers on bikes, both residents and visitors.
- Pedestrian islands improve safety by shortening crossing distances and by preventing motor vehicles from making sharp turns onto Amsterdam Avenue.
- Pedestrian islands also allow space for trees and other plantings that can make the avenue more welcoming visually and cooler for people on hot summer days.
- The Upper West Side is now home to more than 30 Citi Bike docking locations, increasing the need for safe and clearly demarcated travel routes.
- A continuous network of bike lanes stretching throughout the City will foster a culture of responsible riding, as well as separate those users and lanes from automobiles and pedestrians crossing the street.

250 West 87th Street New York, NY 10024-2706

Phone: (212) 362-4008 Fax: (212) 595-9317

Web site: nyc.gov/mcb7 e-mail address: office@cb7.org

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan supports the Department of Transportation's proposed design for a complete street on Amsterdam Avenue between 72nd and 110th Street, including dedicated loading zones, pedestrian islands, turning lanes and a protected bike lane, which are designed to act as clear lanes for emergency vehicles; and

BE IT FURTHER RESOLVED THAT CB7 urges the Department of Transportation to conduct outreach to address concerns of affected merchants and other stakeholders, to ensure that there will be enough loading zones and that the 20th and 24th Police Precincts be consulted for input on loading zones; and

BE IT FURTHER RESOLVED THAT CB7 requests that the Department of Transportation work with schools and senior centers to ensure that these younger and older groups can safely cross the motor vehicle and bike lanes and that there are adequate and clearly visible signs and educational materials to ensure their safety; and

BE IT FURTHER RESOLVED THAT NYC Department of Transportation agrees to work collaboratively with CB7 during every aspect of the construction and implementation process, including:

Evaluation

The proposed changes to Amsterdam Avenue initiated by the Department of Transportation will create new impacts on residents, local businesses, bicyclists, local and regional modes of transportation, and parking capacity. DOT and many others hope and predict that these changes, on the whole, will be positive,

It is essential, however, that these significant changes be monitored and evaluated periodically by DOT together with the community, as they are being put in place, so that emerging issues and problems can begin to be identified, addressed, and resolved early on in the transformation of this major avenue.

Clearly, we recognize that these significant changes to Amsterdam Avenue can only be completely evaluated after many months of implementation, but a process of systematic and continuous communication and collaboration must be established immediately during this planning process and in the first phases of implementation.

Therefore, Community Board 7 urgently recommends that DOT work with Community Board Seven in the next two months to establish a collaborative monitoring and evaluation Neighborhood Task Force, which will meet regularly in the next year and which will report back to the community and CB7 every three months.

Enforcement

Enforcement of regulations are a key component of safety, good design, and public education for everyone. We strongly recommend that the 20th and 24th Police Precincts be an integral part of the planning and implementation of the redesign of Amsterdam Avenue in the next months and thereafter. In addition, depending on police priorities and needs, we recommend that police be included in the Amsterdam Avenue Neighborhood Evaluation Task Force.

Evaluation of Amsterdam Avenue Changes on North/ South Avenues in CB7

The changes in Amsterdam Avenue are likely to result in new patterns of usage, congestion and circulation on the adjacent avenues and street network in Community Board 7. Periodic observation, monitoring and reporting on avenues must be an integral part of DOT's work in the next months.

**RESOLUTION**

Date: February 2, 2016

Committee of Origin: Youth, Education & Libraries

Re: Protections for PS 75 from Effects of Adjacent Construction

Full Board Vote: 42 In Favor 0 Against 0 Abstentions 0 Present

Committee: 8-0-0-0.

This Resolution is based on the following facts:

A development group is moving forward with a plan to construct a new 10-story residential tower directly above the existing 6-story rent-regulated apartment building at 711 West End Avenue, located on the west side of the avenue between West 94th-95th Streets, in Manhattan Community District 7.

The new tower is intended to be a separate structure that sits on a platform to be erected above the existing building, although support columns, elevator shafts and other connections from the new tower will pass through portions of the existing building.

The project involves a novel method of construction that the development team nevertheless contends is "as-of-right" for zoning and building code purposes.

Construction of the platform and new tower will require drilling into bedrock to create footings for the multiple support columns for the new platform and tower. It will also require the use of one or more construction cranes at least as tall as the combined 16-story height of the planned structure, the removal of excavation and other debris and the delivery of steel beams for the support columns and platform, as well as significant amounts of other construction materials and supplies, and the need to devote sidewalk and travel lane space on West 94th and 95th Streets for staging areas.

The project will drastically disrupt the residents of the occupied existing building who will endure the excavation and insertion of the columns inside and outside the existing structure to support the platform; the demolition of existing apartments in whose place new elevator shafts will be built to accommodate separate elevators for the new tower; vibrations from blasting for the column footings and from anchoring the columns to the existing structure; and the noise, dust, debris from a complex and active construction site literally right above their heads for a period of months if not years.

The corridor between West 95th-96th Streets west of Amsterdam Avenue is the scene of significant traffic congestion, with West 95th Street serving as the lone egress route east from the southbound exit of the Henry Hudson Parkway (heavily traveled in the morning rush), and West 96th Street functioning as the sole means of access to the northbound and southbound lanes of the Parkway (heavily traveled throughout the day). These and neighboring intersections have seen three pedestrian fatalities from vehicle collisions, numerous vehicular collisions resulting in serious injuries, and a constant stream of near-misses. The Department of Transportation, in consultation with CB7 and our area elected officials, has re-designed West End Avenue's travel and parking lanes in an attempt to address the safety issues presented by this high volume of traffic through a densely populated residential area.

250 West 87th Street New York, NY 10024-2706

Phone: (212) 362-4008 Fax: (212) 595-9317

Web site: nyc.gov/mcb7 e-mail address: office@cb7.org

PS 75 (the Emily Dickinson School), an elementary school, and MS 250 (the West Side Collaborative School), a middle school, are situated in the school building on the west side of West End Avenue between West 95th-96th Streets.

PS 75 is home to a NEST program that offers an integrated teaching approach that reaches students with differing abilities on the autism spectrum as well as students in general education populations, as well as serving other special needs students in a variety of contexts. Special needs children are particularly vulnerable to external disruptions from noise, vibration, and congestion. Both schools reflect the racial, ethnic and socio-economic diversity of the larger surrounding community.

Based on a safety plan carefully developed in consultation with the school principal and community, the NYPD 24 precinct and school safety command, CB7 and others, virtually all staff and students enter on West 95th Street. According to the Principal at PS75, this is the only viable door for entry and exit based on the mandated need for a security desk at the point of entry. This entrance will be situated less than 100 feet from the site of drilling, construction, staging and deliveries for the new residential tower.

In addition, the playground used extensively by the school for dismissal, recess, afterschool and other activities is located across West 95th Street from the construction site, and would be exposed to all manner of dangers incident to such construction.

Students will be as close as 100 feet from the considerable noise and vibrations inevitably generated by this construction, especially since creating footings for the columns will necessitate blasting into bedrock.

In a recent case regarding the adequacy of an environmental impact statement concerning a construction project adjacent to a nearby public school, a New York Court insisted upon heightened protections from noise, toxic substances and related construction effects where the health and safety of school children were impacted.

Elected officials have engaged the developers over the concerns regarding noise, vibration, dust and debris, traffic and sidewalk congestion. It should be acknowledged that progress has been made on some issues such as relocating the principal construction crane away from the area closest to the school, and arranging for a sidewalk bridge to cover the West 95th Street access to the school building. However, both the school and the residents of the existing building still have significant, outstanding concerns.

NOW, THEREFORE, Community Board 7/Manhattan calls on:

- The New York City Department of Environmental Protection to conduct an environmental safety review to ascertain whether and to what extent the construction poses a threat to health and safety of the students and the residents of the existing building;
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- Any final commitments made by the developer should be memorialized and shared with the PS 75 community and the building's tenants.
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- the NYPD 24 precinct and school safety command and the Department of Education to re-evaluate and re-develop plans for student drop-off and dismissal to account for the dangers presented by the construction at 711 West End Avenue;
- the DoE and School Construction Authority develop a plan to protect the safety of students and staff utilizing the small yard and playground adjacent to the school on West 95th Street.
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- the FDNY to conduct a new assessment of the fire evacuation plans for the school, and to work with the DoE, SCA, principals and PTA to develop plans that take the externalities of construction into account;
- the Department of Transportation to limit the staging area and other encroachments on the roadbed and sidewalks surrounding the construction site to ensure adequate safe passage for students and families to and from the school as well as for the residents going to and from the existing building;
- the Department of Buildings to join our local elected officials, the Administrations and PTAs of the schools, the tenants association of the existing building, and CB7 to form a construction task force to facilitate dialogue on key issues and impacts of the construction and to ensure that all parties keep their respective commitments;
- DoB to require the developer to provide meaningful mitigation to residents and the school population from the effects of noise, vibration, dust and debris from construction; and
- the DoB to withhold permission and issue stop work orders as necessary to ensure that no construction at 711 West End Avenue be permitted to go forward, nor any preparation work that would reasonably be expected to have the effects noted above, to proceed until the foregoing steps were completed.



RESOLUTION

Date: February 2, 2016

Committee of Origin: Parks & Environment

Re: Lincoln Center for the Performing Arts: Proposal for Interactive Installation on Josie Robertson Plaza for "Legends at Lincoln Center: The Performing Arts Hall of Fame".

Full Board Vote: 30 In Favor 5 Against 1 Abstentions 2 Present

Committee Members: 5-0-0-0. Non-Committee Board Members: 2-0-2-0

The following facts and concerns were taken into account in arriving at our conclusions:

Much of the Lincoln Center campus, including Josie Robertson Plaza, is owned by New York City. Earlier in this millennium, much of the campus was restored, renovated or rebuilt, at a cost of well over \$1 billion. New York City contributed about \$240 million of City funds toward that work. The work included repaving Josie Robertson Plaza, the central plaza of the complex, in black and white stone, largely honoring the original design (never previously executed) of the original architect, Philip Johnson.

Lincoln Center for the Performing Arts, Inc., the umbrella organization for the group of constituent performing arts and related organizations, has instituted a new program called "Legends at Lincoln Center: The Performing Arts Hall of Fame". It has already named thirty individuals, including performers, managers and benefactors, as "Founding Legends", and it proposes to name between four to ten additional "Legends" each year in this and subsequent decades.

Lincoln Center proposes, among other things, to insert the name of each "Legend" in the stone surface of Josie Robertson Plaza. Each name would be adjacent to a disc that activates an "app" for "smart phones", etc., by which visitors -- including visitors to Lincoln Center who do not actually attend any performances there -- can learn about Lincoln Center and each individual "Legend".

Lincoln Center proposes two alternate locations for the names/discs. The first option, which Lincoln Center prefers, would place the names/discs in concentric circles around the fountain that anchors the plaza, starting closest to the fountain and increasing in number and distance from the fountain over the years. In that case, the names/discs would be located in the black paving stones. The second option would place the names/discs in the white perimeter stones of the plaza, starting at one corner and continuing around the perimeter in future years.

The discs would be in stainless steel, consistent with the aesthetic of the new overall renovation of the campus. The names would also be in stainless steel if placed in the black stone, and may also be in stainless steel if placed in the perimeter white stone. The installation would be entirely at grade level on the plaza. There would be no new dedicated signage, etc., protruding above grade. The cost of installing and maintaining the names/discs would not involve public funds.

The installation in the plaza is subject to review and approval by the New York City Public Design Commission. Lincoln Center intends to present both options to the Commission. Neither option was clearly preferred over the other by a majority of the members of the Parks and Environment Committee of Community Board 7/Manhattan.

250 West 87th Street New York, NY 10024-2706

Phone: (212) 362-4008 Fax: (212) 595-9317

Web site: nyc.gov/mcb7 e-mail address: office@cb7.org

Members of the Committee, and members of the public who attended the Committee's meeting at which this project was presented, expressed concerns: (1) that the process of choosing the "Legends" should be transparent, and should be conducted in a manner that reflects the diversity of contributors to Lincoln Center's history and renown; and (2) that the technology employed could become obsolete relatively soon, leaving a substantial and expensive intrusion into the new pavement with limited practical benefit.

However, considering the physical installation itself, the Committee concluded that it is reasonably appropriate to the newly-rebuilt plaza and to the role of Lincoln Center as a premier cultural institution in our community.

Community Board 7/Manhattan **approves** Lincoln Center's proposal to install the names/discs honoring the "Legends at Lincoln Center" in the pavement at Josie Robertson Plaza, and expresses no preference as between the two options for positioning the names/discs on the plaza.

**RESOLUTION****Date: February 2, 2016****Committee of Origin: Parks & Environment****Re: Proposed Intro No. 573-A, a Local Law to Amend the New York City Administrative Code in Relation to Horse Drawn Cabs.****Full Board Vote: 37 In Favor 2 Against 2 Abstentions 0 Present***Committee Members: 5-0-0-0. Non-Committee Board Members: 3-0-0-0.*

The following facts and concerns were taken into account in arriving at our conclusions:

Horse-drawn carriages (“cabs”) currently operate largely, though not entirely, in Central Park, as they have for decades. The horses are currently stabled in private stables in West Midtown, and the carriages are also stored outside of the park in private facilities.

Intro 573-A (attached), as currently amended, would affect this industry in several ways, including restricting the operation of the horses and carriages to Central Park and eliminating their use of city streets, reducing the numbers of licensed horses and carriages, requiring that the horses be embedded with microchips as tracing devices and making various other modifications to current practice, including relocating the stables and related facilities for the horses and carriages to Central Park.

The New York City Mayoral administration has proposed this legislation in its current form. The administration announced it as a “compromise” and as essentially a “done deal”. It has urged that it be adopted by the City Council on a very fast track, possibly within less than two weeks of its being announced, and with many details neither publicly discussed nor even developed to date.

The proposed stable building in Central Park and related issues. The administration anticipates that, pursuant to the specific terms of the legislation, a building sometimes referred to as the “85th Street (or 86th Street) Shop”, which is original to Central Park and was designed by Calvert Vaux, the co-designer of the park, would be converted, at the expense of New York City, into permanent stables for the horses. The cost of the conversion is currently estimated by the administration to be “in the range” of \$25 million. The administration anticipates that occupancy of the stables would be governed by a concession agreement under a “sole source” concession.

The proposed stable building would house approximately 75 horses at any one time. It would need to accommodate provisions for feeding the horses, providing hay or other bedding for them, addressing their manure, providing veterinary care, etc. Additionally, though this is not stated in the language of the intro itself, the administration has also now revealed that it plans to build a new building adjacent to the stables to house approximately the same number of carriages as the number of horses that would be housed in the stable building.

The location of the proposed stable conversion – and the new building to house the carriages – is just south of the 85th Street (sometimes referred to as 86th Street) Transverse, which is bordered by a narrow sidewalk. The proposed stable location is just to the west of the newly restored and expanded Central Park police precinct building, positioned opposite a parking area from the precinct building, and just to the north of the Great Lawn, with a notable change in grade up to the Great Lawn area.

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The Transverse is heavily used by private and other vehicles. There is no layoff area on the Transverse for deliveries, etc. to what would be the stable area. The Great Lawn is heavily used for a variety of individual and team recreational purposes, and is also used for major events such as concerts and other special events.

The Parks and Environment Committee of Community Board 7/Manhattan, heard a detailed presentation from someone familiar with both the specific location and the care and management of horses about the extreme impracticality of housing and supporting 75 horses and their carriages, etc. at the proposed location.

Currently, customers largely engage the horse carriages on 59th Street just south of the park, or otherwise in southern areas of the park. The intro contemplates that customer pickup locations within the park – currently described as being at several southern points in the park -- would be mandated, but no details have been made public about how the horses, with their carriages, would get from the stables at 86th Street to the various pickup locations. Among other things, as riding private horses in the park has been almost eliminated, the bridle paths in the park, which were originally designed for use by horses, have increasingly become heavily used by runners, walkers, etc. as active recreational use of the park has continued to increase dramatically. Further, it appears that the bridle paths would have to be paved to accommodate the weight of the horses and carriages. So using the bridle paths as a route for the horses and carriages to get to the customer pickup locations would be very problematic, and would involve a radical change to their historic character. Use of the park Drives to move the horses and carriages to the pickup locations would also be highly problematical, given the huge numbers of recreational users on the Drives, as well as the motor vehicle traffic still allowed in the park at limited hours.

The Central Park Conservancy, which manages Central Park pursuant to a contract with New York City, was not involved in the “negotiation” leading to the proposed “compromise”. It has now publicly expressed similar concerns to those of CB7 about the travel routes from the stables, about the conversion of the historic “Shop” building to stables, and about the lack of detail about the proposal, among other things.

The proposed ban on pedicabs in the park south of 86th Street. The intro also provides that no pedicabs would be allowed to operate in Central Park south of 86th Street. The pedicab industry, and specifically the operators who generally work in Central Park, were not part of any discussion or “negotiation” leading to the proposal that they be banned from the area of Central Park that provides their primary revenues. Unlike the horse carriage operators, who are members of a union that participated in the discussions with the administration leading to this “compromise” proposal, the pedicab operators are not unionized and are reported to be minimally organized.

Community Board 7/Manhattan, **strongly opposes** the use of a historic building, or any location in Central Park, and of public funds, to create a permanent stable and related facilities for the horse carriage industry. The space in Central Park (as in all of our parks) is limited and subject to competing public uses, and public funds to support our parks are also severely limited. Community Board 7/Manhattan **strongly opposes** using these public resources to provide a permanent infrastructure in Central Park for a private industry, regardless of the extent to which the proposed sole source concession agreement might generate some revenues. The proposed stable building has historically been used for purposes that benefit all park users, and that is how it should continue to be deployed, particularly given the scarcity of maintenance support space within the park.

Community Board/Manhattan also **believes** that the proposed location for the stable compound would be highly likely to prove impractical for its intended purpose, given its grade, its location immediately adjacent to both the Transverse and the Great Lawn, and other topographical problems, and that these many practical issues have not been thought out by proponents of the intro. There would not be sufficient room at the Transverse or other adjacent areas to address bringing in the massive amount of straw or wood chips needed to bed the horses, and then removing the soiled material, to address the massive amounts of manure, and to address other issues of

equine maintenance. There is also likely to be substantial interference with public enjoyment of the adjacent Great Lawn, and with setting up and conducting large-scale events on the Great Lawn, among other physical and topographical conflicts. Further, extremely substantial alterations of the existing “Shop” building would be needed, with highly challenging issues of providing light and ventilation, among other things. New York City would be at substantial risk of spending tens of millions of taxpayer dollars, and of having dedicated an extremely scarce resource to private use, only to find that the stable location did not work for the intended purpose.

Community Board 7/Manhattan, also **strongly opposes** adoption of the provision in the intro that would ban pedicabs in Central Park south of 86th Street without the opportunity for public debate on this question.

Generally, Community Board 7/Manhattan, **strongly objects** to the speed and lack of detail that have characterized the review of this intro, **sees no urgency to the situation** and **strongly believes and urges** that consideration of the intro be slowed down considerably, in order to permit further details to be developed, made public and considered, and to permit the pedicab industry to be heard.

Other than opposing the use of any structure existing or to be built in Central Park, or of public funds, to house the horse and carriage operations, as stated above, Community Board 7/Manhattan takes no position at this time as to whether any other provision of the intro should be adopted, and **hopes** that further information and public debate may inform any future position that it may choose to take.



RESOLUTION

Date: February 2, 2016

Committee of Origin: Preservation

Re: 277 West End Avenue, Apt #12B (West 73rd Street.) Application to the Landmarks Preservation Commission for window replacement.

Full Board Vote: 35 In Favor 0 Against 0 Abstentions 0 Present

Committee: 6-0-0-0.

The following facts and concerns were taken into account in arriving at our conclusion:

- 30-40 years ago, all the building's original six-over-one double hung painted wood windows were replaced with aluminum one-over-one dark bronze color aluminum windows.
- Existing replacement windows to be replaced with new one-over-one, thermally insulated double hung aluminum windows, dark bronze color to match existing.
- Profiles of new windows to be similar to existing.
- New brick mold to be stepped to approximate original brick mold, instead of existing simple rectangular panning profile.

The Preservation Committee of Community Board 7/ Manhattan believes that the proposed replacement windows are reasonably appropriate to the historic character of the building and of the Historic District.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the window replacement.

**RESOLUTION**

Date: February 2, 2016

Committee of Origin: Preservation

Re: 2109 Broadway d/b/a Margot Patisserie (West 73rd -74th Streets.) Application # 17-8369 to the Landmarks Preservation Commission to install signage.

Full Board Vote: 35 In Favor 0 Against 0 Abstentions 0 Present

Committee: 6-0-0-0.

The following facts and concerns were taken into account in arriving at our conclusion:

- The 20-year old bakery is located off Broadway, to the west of the Ansonia apartment building's 74th Street entrance. It currently has no signage.
- Proposal to install two signage elements:
 - a. Retractable black canvas awning, 5 feet long x 6 feet wide, projecting 4 feet from the building, with a 10" valence. Caramel-colored lettering on the valence. Awning to be secured to door/ window frame within the existing rusticated masonry recess.
 - b. Double sided LED-illuminated oval shaped lightbox, 24" wide x 18" high on a pole, 8 feet tall overall, resting on top of existing masonry base. Pole color to be similar to brass of adjacent building entrance awning. Pole to be secured to existing black iron railing using stainless steel mounting straps. Power connection for lightbox illumination to be provided through an exterior cord connected to an exterior power source, as is the lighting at the Ansonia entrance

The applicant agreed to modify the pole attachment detail per the Committee's request that more substantial, solid and permanent looking hardware be used, painted black to blend in with the railing. The Committee also recommended that the pole be painted black to blend in with the railing and be more visually recessive.

The Preservation Committee of Community Board 7/ Manhattan believes that the design of the signage on the awning and the pole with modified attachment hardware are reasonably appropriate to the historic character of the building and of the Historic District.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan approves the proposed signage design as modified.



RESOLUTION

Date: February 2, 2016

Committee of Origin: Preservation

Re: 250 West 77th Street, Belleclaire Hotel (Broadway.) Application to the Landmarks Preservation Commission for facade restoration.

Full Board Vote: 35 In Favor 0 Against 0 Abstentions 0 Present

Committee: 6-0-0-0.

The following facts and concerns were taken into account in arriving at our conclusion:

- The bottom half of the original two-story rusticated limestone of the building had been removed in 1925, when retail was added on the ground level along the Broadway portion of the building façade in response to the presence of mass transit on Broadway. This diminished the visual strength of the two lower floors as a solid supporting base of the original tri-partite façade design.
- Within the existing structural beam and column conditions, proposal is to restore the ground level of the rusticated base and two-story decorative columns flanking the double-height arches of the original design. A new decorative horizontal band will be introduced to enclose the existing beam.
- Indiana limestone to match existing will be the primary cladding material (for the base and the columns), supplemented by GFRP (Glass Fiber Reinforced Plastic) and GFRC (Glass Fiber Reinforced Concrete) at new column capitals and beam enclosure box, where the material is out of reach, and thinner sections, lighter weights are required.
- New steel and glass marquee at new Broadway hotel entrance, and new exterior lighting installed on new columns to be modeled on original marquee and lighting designs.
- New wood windows and doors painted black, modeled on original design.
- In addition, along 77th Street, there will be new replacement wood windows and masonry restoration work.

The Preservation Committee of Community Board 7/ Manhattan believes that the proposed façade restoration work is reasonably appropriate to the historic character of the building and of the Historic District.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the façade restoration. The Committee commends the applicant for proposing this extensive level of restoration work.

**RESOLUTION**

Date: February 2, 2016

Committee of Origin: Preservation

Re: 125 West 87th Street (Columbus Avenue.) Application to the Landmarks Preservation Commission for a rear yard extension and roof top addition.

Full Board Vote: 34 In Favor 1 Against 0 Abstentions 0 Present

Committee: 7-0-0-0.

The following facts and concerns were taken into account in arriving at our conclusion:

- Extensive front façade restoration work, including:
 - i. Brownstone repair work,
 - ii. Window replacement with new double-hung wood windows to match existing, painted black. (Street level French door pair to be retained.)
 - iii. Removing window grilles
 - iv. Rebuilding existing wood bay window
 - v. Rebuilding front stoop
 - vi. Cornice repair
- Construction of a new three-story, full-width rear yard addition extending 12 feet from rear façade to align with the existing full-width rear yard extension of the building to the east.
 - i. Side walls to be clad in red brick to match existing rear façade.
 - ii. Rear façade to be full-glazed, black steel frame with black aluminum windows and doors. Fenestration to be a combination of fixed and operable window units and doors.
 - iii. Glass railings at third floor window and fourth floor terrace.
 - iv. Cellar excavation extends additional 14'-9" beyond rear yard addition into rear yard.
 - v. Rear yard surface materials to include solid pavers around cellar skylight, with balance of paving to be permeable pavers.
- The top (fourth) floor of the existing rear façade will be retained and restored, including brick corbelling details at roof, with one window opening modified (sill lowered) to accommodate a new door.
- Construction of a new rooftop addition, set back 15 feet from front façade and 5 feet from rear facade, with sloping rear wall. Overall height will be 8 feet above original roof level.
 - i. End facades to be zinc-clad, with aluminum sliding doors at front, aluminum windows at rear. Side walls to be stucco, in similar light-gray finish.
 - ii. Addition not visible from the street and minimally visible from block interior.

The Committee noted that although the rear facade of the new is completely glazed, it has been sensitively detailed and proportioned to maintain a sense of human scale within its simple, stark design. In addition, the top floor rear façade, with its brick corbelling details has been retained, maintaining the building's relationship with its neighbors.

The Preservation Committee of Community Board 7/ Manhattan believes that the design of the rear yard and rooftop additions are reasonably appropriate to the historic character of the building and of the Historic District.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan approves the rear yard and rooftop additions.



RESOLUTION

Date: February 2, 2016

Committee of Origin: Preservation

Re: 140 West 87th Street (Columbus – Amsterdam Avenues.) Application #17-7943 to the Landmarks Preservation Commission to restore the front façade and enlarge the rear façade window openings at the basement and first floor.

Full Board Vote: 35 In Favor 0 Against 0 Abstentions 0 Present

Committee: 6-0-0-0.

The following facts and concerns were taken into account in arriving at our conclusion:

- In 1967, the lowest two floors of the building (street level and Parlor) were altered to create a synagogue space. The interior ceiling height of the street level floor was raised, reducing the interior floor-to-ceiling height of the Parlor floor. These interior renovations led to modifications to the front façade, including removal of the front stoop, facing the bottom two floors of the facade in light brick, parging the upper levels of the facade in a matching light color, and altering window and door openings at the bottom two floors.
- Proposed interior renovation work includes the re-establishment of the Parlor floor level at its original sectional position.
- Front facade renovation work includes
 - i. Removing existing through-wall air conditioners and fill in openings
 - ii. Restoration of brownstone cladding over the entire facade
 - iii. Installing new doors and windows at lower two floors, including:
 - At street level, replacing existing metal and glass front door with new wood and glass front door, and recreating two original window openings with new double-hung wood windows.
 - At Parlor floor, enlarging existing eastern window, lowering sill to align with sills of adjacent existing windows, with new wood and glass casement window pair at enlarged opening. Installing new double-hung wood windows at existing openings, all painted black. Parlor floor windows to have metal railings modeled on railing at Parlor floor window of neighbor to the east.
 - iv. Repairing existing slate roof tiles.
 - v. Repairing cornice.
- Proposed rear façade alterations include:
 - i. Removal of fire escapes, replaced by a full interior sprinkler system.
 - ii. Removal of the top floor of the existing two-story shallower rear yard addition.
 - iii. Reconstruction of the existing lower floor of the shallower rear yard addition, and of the entire three story dog-leg rear yard addition.
 - New addition to be clad in red brick.
 - Existing original rear facade to be repainted in similar light color to existing.
 - New fenestration and doors at lower two floors to be multi-paned steel and glass insulating windows, painted black.

The applicant agreed to modify the design of the Parlor floor fenestration per the Committee's request that the heads be raised to align with the existing Parlor floor windows at the adjacent buildings, and that masonry lintels be installed.

The Preservation Committee of Community Board 7/ Manhattan believes that the front facade restoration, and alterations to the rear façade and the rear yard addition alteration with modified windows modified are reasonably appropriate to the historic character of the building and of the Historic District.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan approves the front facade restoration, altered rear façade and rear yard addition as modified.

**RESOLUTION****Date: February 2, 2016****Committee of Origin: Business & Consumer Issues****Re: 420 Amsterdam Avenue (West 80th Street)****Full Board Vote: 35 In Favor 0 Against 1 Abstention 0 Present***Committee: 7 – 0 – 1 – 0.*

BE IT RESOLVED THAT Community Board 7/Manhattan **approves** the following applications to the SLA for two-year liquor licenses by Olma Lounge LLC, d/b/a Olma Caviar Boutique & Lounge.

**RESOLUTION****Date: February 2, 2016****Committee of Origin: Business & Consumer Issues****Re: 483 Columbus Avenue (West 83rd Street)****Full Board Vote: 35 In Favor 0 Against 1 Abstention 0 Present***Committee: 7 – 0 – 1 – 0.*

BE IT RESOLVED THAT Community Board 7/Manhattan **approves** the following applications to the SLA for two-year liquor licenses by LVSS Inc., d/b/a Bellini. (Wine & Beer to Full Liquor license.)

**RESOLUTION****Date: February 2, 2016****Committee of Origin: Business & Consumer Issues****Re: 573 Columbus Avenue (West 88th Street)****Full Board Vote: 35 In Favor 0 Against 1 Abstention 0 Present***Committee: 7 – 0 – 1 – 0.*

BE IT RESOLVED THAT Community Board 7/Manhattan **approves** the following applications to the SLA for two-year liquor licenses by Bodega 88 LLC, d/b/a To be Determined.

**RESOLUTION**

Date: February 2, 2016

Committee of Origin: Business & Consumer Issues

Re: 949 Columbus Avenue (West 107th Street)

Full Board Vote: 35 In Favor 0 Against 1 Abstention 0 Present

Committee: 7 – 0 – 1 – 0.

BE IT RESOLVED THAT Community Board 7/Manhattan **approves** the following applications to the SLA for two-year liquor licenses by P&N Development LLC, d/b/a To be Determined.



RESOLUTION

Date: February 2, 2016

Committee of Origin: Business & Consumer Issues

Re: Unenclosed Sidewalk Café Renewal Applications for Approval.

Full Board Vote: 33 In Favor 0 Against 0 Abstentions 0 Present

BE IT RESOLVED THAT Community Board 7/Manhattan **approves** the following unenclosed sidewalk café renewal applications:

- **2020 Broadway** (West 69th Street.) Renewal application #1308014-DCA to the Department of Consumer Affairs by Tapas Food and Wine, Inc., d/b/a BarCibo Enoteca, for a four-year consent to operate an unenclosed sidewalk café with 10 tables and 22 seats.
Committee: 8 – 0 – 0 – 0.
- **267 Columbus Avenue** (West 72nd – 73rd Streets.) Renewal application #1072082-DCA to the Department of Consumer Affairs by Classic Food, Inc., d/b/a Sido, for a four-year consent to operate an unenclosed sidewalk café with 3 tables and 6 seats.
Committee: 8 – 0 – 0 – 0.
- **313 Amsterdam Avenue** (West 75th Street.) Renewal application #1471902-DCA to the Department of Consumer Affairs by Baby Oliver, LLC, d/b/a Piccolo Cafe, for a four-year consent to operate an unenclosed sidewalk café with 9 tables and 18 seats.
Committee: 7 – 0 – 0 – 0.
- **173 West 78th Street** (Amsterdam Avenue.) Renewal application #1455060-DCA to the Department of Consumer Affairs by Sugar and Plumm (Upper West), LLC, d/b/a Sugar and Plum, for a four-year consent to operate an unenclosed sidewalk café with 20 tables and 40 seats.
Committee: 8 – 0 – 0 – 0.
- **442 Amsterdam Avenue** (West 81st - 82nd Street.) Renewal application #0953744-DCA to the Department of Consumer Affairs by 442 Amsterdam Restaurant Group, d/b/a The Gin Mill, for a four-year consent to operate an unenclosed sidewalk café with 8 tables and 14 seats.
Committee: 8 – 0 – 0 – 0.
- **475 Columbus Avenue** (West 83rd Street.) Renewal application #1382144-DCA to the Department of Consumer Affairs by IL Rifudio, Inc. d/b/a Taralucci E Vino, for a four-year consent to operate an unenclosed sidewalk café with 8 tables and 16 seats.
Committee: 8 – 0 – 0 – 0.
- **2340 Broadway** (West 85th Street.) Renewal application #1000314-DCA to the Department of Consumer Affairs by Broadway Desserts, LTD., d/b/a French Roast, for a four-year consent to operate an unenclosed sidewalk café with 21 tables and 48 seats.
Committee: 8 – 0 – 0 – 0.
- **658 Amsterdam Avenue** (West 92nd Street.) Renewal application #1458528-DCA to the Department of Consumer Affairs by 658-660 Amsterdam Corp., d/b/a Numero 28, for a four-year consent to operate an unenclosed sidewalk café with 8 tables and 18 seats.
Committee: 8 – 0 – 0 – 0.



RESOLUTION

Date: February 2, 2016

Committee of Origin: Business & Consumer Issues

Re: Unenclosed Sidewalk Café Renewal Applications for Disapproval.

Full Board Vote: 33 In Favor 0 Against 0 Abstentions 0 Present

The applicants did not attend the meeting;

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **disapproves without prejudice** the following unenclosed sidewalk café renewal applications:

- **61 Columbus Avenue** (West 62nd Street.) Renewal application #1190070-DCA to the Department of Consumer Affairs by West 62 Operating, LLC d/b/a Rosa Mexicana, for a four-year consent to operate an unenclosed sidewalk café with 26 tables and 50 seats.
Committee: 8 – 0 – 0 – 0.
- **316 Columbus Avenue** (West 75th Street.) Renewal application #1395732-DCA to the Department of Consumer Affairs by Pappardella Rest. Corp, d/b/a Pappardella, for a four-year consent to operate an unenclosed sidewalk cafe with 10 tables and 20 seats.
Committee: 7 – 0 – 0 – 0.
- **2315 Broadway** (West 84th Street.) Renewal application #13414020-DCA to the Department of Consumer Affairs by Donizetti LLC, d/b/a Five Napkin Burger, for a four-year consent to operate an unenclosed sidewalk café with 12 tables and 34 seats.
Committee: 8 – 0 – 0 – 0.
- **668 Amsterdam Avenue** (West 92nd – 93rd Street.) Renewal application #1139454-DCA to the Department of Consumer Affairs by Talias Restaurant Group, LLC, d/b/a Talias Steakhouse & Bar, for a four-year consent to operate an unenclosed sidewalk café with 9 tables and 36 seats.
Committee: 8 – 0 – 0 – 0.

**RESOLUTION**

Date: February 2, 2016

Committee of Origin: Business & Consumer Issues

Re: 2636 Broadway (West 100th Street.)

Full Board Vote: 30 In Favor 4 Against 0 Abstentions 1 Present

Committee: 8-0-0-0.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **disapproves without prejudice** New/Change of ownership application #15235-2015-ASWC to the Department of Consumer Affairs by Spectrum Restaurant, LLC, d/b/a Manhattan Valley, for a four-year consent to operate an enclosed sidewalk café with 11 tables and 24 seats.