

**CB7 Capital Priorities for the  
FY 2022 NYC Budget  
11/4/20  
Adopted by Steering on October 20, 2020.**

**1 Preserve NYCHA as a source of deeply affordable housing in CB7 and New York City.**

HPD and the City should work to repair and maintain NYCHA which provides truly affordable housing for working families and seniors and is a necessary component of the diversity of the City's neighborhoods.

**2 Health clinic for abused children.**

In Community District 7, funding for a hospital unit or community health center to establish a clinic that provides evidence-based mental health care treatment and intervention for children who experience abuse (there is only one in NYC). Since the start of the pandemic, many children have not had access to school staff and caseworkers; and there has been an increase in health care provider reports of sexual assaults against children. 70% of assaults are directed at children, yet most funding is designated for adult victims.

**3 School Ventilation.**

Funding for improvements to infrastructure that will improve ventilation (air flow) in Community District 7's public schools (as well as the DoE's public reporting on air flow quality and remediation). In the fall of 2020, the Martin Luther King Jr. Educational Complex, which serves 6,000 students, was deemed unfit to open and the city has not yet finalized an infrastructure improvement plan. The DoE reports that all school buildings were surveyed by the NYC School Construction Authority [4] but criteria and data on air flow quality is either inaccessible or unclear. As one example, the DoE reports that M490: Martin Luther King Jr. High School has 276 rooms without windows, 76 without operational supply fans, and 225 without operational exhaust fans but does not offer interpretive comments to contextualize this information (and this information was found under another school's profile instead of information for the school listed).

**4 Department of Social Services**

Funding is needed to build an additional Safe Haven shelter in Community District 7 to most effectively address the rising number of those living on the street in the district. The Safe Haven model includes smaller facilities (50-60 beds) and supportive services, and is considered to be the most effective means by which to persuade those living on the street to accept an offer of shelter (Center for Urban Community Services). Providers who do street outreach report that most people reject offers of shelter if they are not proximate to the neighborhood to which they've become accustomed. Currently, Community District 7 has only one Safe Haven shelter; adding another would provide a valuable tool for street outreach teams working to move this vulnerable population off the streets in Community District 7 and into the shelter system.

**5 NYCHA – Replace Front Entrance Doors at Douglass Houses and Other Locations**

At Frederick Douglass Houses and other NYCHA locations, the front doors jam and become inoperable, creating security issues. Repairs have been ineffective, and complete replacement is now warranted. Doors and other means of access/egress should be checked regularly and repaired immediately for safety.

**6 Build a comfort station building with a DPR Maintenance & Operation facility in Riverside Park South at 62<sup>nd</sup> Street and the Hudson River (lower level of park).**

**\$ TBD**

This comfort station was always included in the designated plans for Riverside Park South. It has apparently been dropped for budgetary reasons from the plans for construction of Phase VI of the park.

This final phase of the park will include a very large multi-purpose playing field, among several other amenities. There is a very strong need for this facility for those reasons, compounded by the heavy use of the Greenway by commuting and recreational cyclists and others.

## **7 NYCHA Broadband**

### ***Mayor's Office of the Chief Technology Officer, Department of Information Technology and Telecommunications, NYC Housing Authority***

Free, high quality, and safe broadband for all NYCHA households in Community District 7 to access needed telehealth and social services as well as education and economic/workforce opportunities. After access is provided, CBOs can assist with providing technology training to residents. NYC is currently working to expand internet service options for New Yorkers without access. [2] 46% of New York City households living in poverty do not have broadband in the home; and 18% of all NYC residents do not have a home or mobile connection. A NYC government analysis of economic impact found that universal broadband in NYC "may result in up to 165,000 new jobs, a \$49 billion increase in personal income, and \$142 billion in incremental Gross City Product in 2045."

## **8 Renovate Sol Bloom Playground. (West 92<sup>nd</sup> Street, Columbus-CPW; PS 84)**

Funded and in process. Renovate the schoolyard, which serves P.S. 84 and the adjacent community, into a multi-purpose play area with synthetic turf that can be fully utilized by the students during the school day and neighborhood youths after school and on weekends. Council Member Helen Rosenthal has allocated \$750,000, which has been assigned to the School Construction Authority to do the work. Because the project has been funded but not done, CB7 lists it for continuing support.

## **9 Frederick Douglass Playground. Full renovation of the playground and pool areas (Renovation \$ TBD; repaving the handball courts \$325K).**

The Frederick Douglass Playground is in need of a complete renovation. Apart from a small area with swingsets, little or no investment has been made to this playground in memory. The playground is heavily used as it is adjacent to Douglass Houses, a very large NYCHA complex, and is proximate to several neighborhood schools. The work needed includes new playground facilities and amenities, renovation of the pool area, repaving the handball courts. Only the cost of the handball courts has been estimated (\$325K).

## **10 Make at least one-third of District 3 elementary and middle schools handicap accessible by the end of the 2020-24 Capital Plan.**

### **Appx \$25M**

The DoE/SCA 2020-24 Capital Plan includes \$750 million in new funding to make schools accessible. The goal of the Capital Plan in this regard is to convert one-third of the approximately 1,400 school buildings in the NYC DoE system to some level of accessibility. The cost to make all 1,400 school buildings ADA-compliant is prohibitive, and since many of the non-accessible buildings were built in an era in which elevators and other means of providing equitable access were not contemplated, it is simply not feasible to retro-fit all such buildings either system-wide or within CSD3.

Only 16% of the 28 separate public school buildings located within Community School District 3, which includes all of Community District 7 plus six school buildings in Central Harlem, qualify as accessible under the ADA.

Given the funding and goals of the 2020-24 Capital Plan, a reasonable goal would be to ensure that one-third of District 3 schools are fully accessible or susceptible of affording students and faculty a reasonable accommodation by the end of the Capital Plan. This would amount to converting an additional 8 buildings to accessibility, with those buildings equitably distributed throughout the District and appropriately split between elementary and middle schools.

## **11 Create permanent affordable housing in SRO's threatened with conversion.**

Those SROs that are currently threatened with conversion should be purchased by the City through the

Neighborhood Pillars Program and disposed of to nonprofit housing providers. The SROs should be rent regulated through preservation financing. Regulatory agreements would ensure they are properly maintained and rented as permanent affordable housing. When feasible, the SROs should be converted into supportive housing to serve the most vulnerable of us and help reduce the homeless population.

**12 NYCHA Senior Centers.**

There is a large percentage of seniors in the NYCHA developments in MCD7. Senior centers provide a place to go, companionship and meals. Senior centers must be adequately funded, kept in good repair and maintained. DFTA must always ensure that they are properly staffed.

**13 Build a comfort station in Phase V of Riverside Park South (West 66<sup>th</sup> Street at Riverside Boulevard)**

**\$TBD**

Build comfort station building with small concession facility in Phase V of Riverside Park South at 66th Street and Riverside Boulevard. This comfort station was always included in the designated plans for Riverside Park South. But for budgetary reasons it was not bid when Phase V was bid, and it has still never been bid. The other elements of Phase V, which were bid and constructed by DPR, are now complete. With the heavy and increasing use of all of Riverside Park, including Riverside Park South, there is a strong need for the comfort station/concession facility.

**14 Create or restore dock for free kayaking program in Riverside Park.**

**\$ TBD**

The kayak dock at 72<sup>nd</sup> Street and the Hudson in Riverside Park needs to be repaired in order to restore the free kayaking program that it serves. Non-profit volunteer groups conducted a free program from the time the dock was installed there in 2003 through 2015. Over 90,000 people participated. In the spring of 2016, one of the dock's pilings failed, making the launching site unusable, and the free kayaking program had to be suspended pending restoration of the dock and its underwater infrastructure. Borough President Brewer and Council Member Helen Rosenthal allocated \$195,000 and \$210,000 respectively for FY18. The final cost of the project, if the dock were reconstructed in approximately the same location, depends upon a series of factors and the involvement of various governmental agencies, and cannot be determined without additional investigation.

Additionally, CB7 has requested that, as an alternative to restoring the prior kayaking facility, DPR include a free kayaking facility in the scope of work for the 79<sup>th</sup> Street Marina restoration project. As of this writing, DPR has not responded to that request, though DPR generally supports a free kayaking facility in the 70's in Riverside Park.

**15 DPR New equipment for Park maintenance.**

**\$250,000 total for several vehicles**

Purchase pickup trucks with snow plow, salt spreader and Tommy liftgate, one each for Riverside Park and District 7; and Toolcat multi-purpose vehicles, including snow plow, snow brush, cleaning brush and front-end loader bucket, one each for Riverside Park and District 7; and a mini-packer for garbage collection (\$110,000). These vehicles are necessary for the park operations. They 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.

**16 Street-scape safety improvements.**

Safety at many street intersections could be helped by simple-to-build street improvements.

Bulb-outs with sidewalk extensions help decrease the turning radius to slow turning vehicles and shorten the crossing distance for the pedestrian. Starting with those improvements identified in CB7's Nelson-Nygaard study of the West 90's, and reviewed and approved by CB7- traffic islands, curb extensions, and simple traffic guiding changes should be implemented to make this area safer. Beginning with the corners

in CB7 identified as the most dangerous to cross - those reported with failure to yield crashes, violations, and those reported with vehicles turning with excessive speed - corner curb extensions should be implemented to slow turning vehicles and shorten the pedestrian crossing. In the most dangerous intersections overall, directed lane treatments, islands, signal changes, countdown signals, and raised crosswalks should all be considered, reviewed, and implemented for what would effectively improve safety.

#### **17 Renovation of the basement of the Bloomingdale Branch Library**

##### **Approx. 4-7M**

The basement area has been essentially vacated since 2016 except for ad-hoc staff use and housekeeping storage. The area is approximately the footprint of the building and is elevator accessible making it friendly to people with disabilities. The area is prime for development that can better serve the varied needs the community — a computer center, program space for literacy classes, wellness and fitness classes, public meeting rooms and other uses. Community input should be sought for ideas for usage and any design should include retractable dividers for flexible and adaptive uses. Consideration should be given to including rest room facilities on this level.

#### **18 Install water service and irrigation for planting beds in Verdi Square (West 72<sup>nd</sup>-73<sup>rd</sup> Streets, Broadway to Amsterdam Avenue).**

\$540K

Installation of new water service and irrigation for two large plant beds and two small raised plant beds. Verdi Square has been spectacularly rejuvenated and replanted in the in recent years by a new advocacy group, Friends of Verdi Square, which works in public/private partnership with DPR in maintaining Verdi Square. Efficient maintenance of the plant areas is not practical without a water connection and irrigation.

#### **19 Reconstruction of the Cherry Walk, Riverside Park, 100<sup>th</sup> to 129<sup>th</sup> Streets, at the Hudson River.**

\$5M

Full reconstruction of the existing bicycle and pedestrian path is desperately needed, including repaving the existing asphalt path and reconstructing sections of the existing rip rap edge and the landscape between the Henry Hudson Parkway and Hudson River. The Cherry Walk is part of the Hudson River Greenway. Since it was constructed nearly two decades ago, and particularly as other sections of the Greenway to the north and south of this segment have been opened, the number of cyclists using the Cherry Walk, both commuters and recreational cyclists, has exploded. The Cherry Walk is also heavily used by walkers and runners. See the Riverside Park Master Plan (2016).

Damage to the rip rap related to Superstorm Sandy is subject to a current contract paid for by FEMA, though that work is for only a few blocks of the Cherry Walk. DPR has funding for repaving the entire pathway from 99<sup>th</sup> to 125<sup>th</sup> Streets, which is anticipated to be included in the FY22 budget.

#### **20 NYPL Bookmobile**

**Appx \$175K**

The request is for an additional bookmobile to serve the borough of Manhattan. After a hiatus of several decades, the mobile book concept was reintroduced to the City in 2019 with a unit provided to serve Manhattan that fall. The colorful, attractive unit operates in unserved/underserves areas where the established branch library is closed for an extended period or where there is no library. A typical unit may serve a housing development, a senior center, school, or community center. Services provided include issuing library cards, returning or renewing books, browsing a collection of approximately 1000 books, and conferring with a Librarian. The amount requested covers the acquisition of a mobile unit, staffing and stocking, and maintenance.

**21 Renovation of Anibal Aviles Playground (West 108<sup>th</sup> Street, Columbus & Amsterdam).**

\$TBD

Renovate the playground, including new play equipment, safety surface (the element of the playground that is in the worst condition), drinking fountain, lighting, fencing and landscaping. This playground will have access to comfort station facilities that will be incorporated into a new building being constructed immediately to the west of the site.

**22 Renovate Dinosaur Playground, Riverside Park at West 97<sup>th</sup> Street.**

\$2.5M

Reconstruct the playground, including new play equipment and swings, safety surface, refurbish bathrooms in the adjacent comfort station, which would be made accessible for people with disabilities.

**23 Speed cameras throughout MCD7**

Speeding near schools continues to be a problem throughout the district, with some areas, such as West 95<sup>th</sup>/West 96<sup>th</sup> 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.

**24 Red light cameras throughout MCD7**

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.

**25 NYCHA – Security Systems**

New security equipment is needed and the existing equipment must be adequately maintained. Broken or defective security cameras in NYCHA developments should be repaired or replaced immediately. Additionally, NYCHA should ensure staff are in place to routinely monitor the footage. Doors and other means of egress should be checked regularly and repaired immediately, when necessary.

**26 Thermoplastic street markings**

With many lane markings fading, as well as lane alignments shifting, it is vitally important for safety that the Department of Transportation have the requisite funds in their budget for painting and maintaining lane markings, pedestrian crossings, and no-parking zones.

**27 Curb-cuts**

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.

**28 Restore HPD Funding for Affordable Housing**

HPD funding must be restored in order to achieve the existing targets for creation and preservation of affordable housing.

**29 Create Permanent Affordable Housing – Manhattan Valley**

HPD's Neighborhood Pillars program should continue to target select buildings in Manhattan Valley for purchase by nonprofit developers for renovation. HPD should institute long-term regulatory agreements to keep rent-stabilized units affordable.

**30 Reconstruct perimeter paths and sidewalks in Riverside Park, 95<sup>th</sup> to 110<sup>th</sup> Streets.**

\$TBD

The paths and perimeter sidewalk in these areas are badly deteriorated and have suffered severely from the past lack of routine maintenance. The project would include drainage, retaining walls and steps in this area. Most of the needed work on interior paths is between 104<sup>th</sup> and 116<sup>th</sup> Streets (though the CB7 District ends at 110<sup>th</sup> Street), with some work also needed at 95<sup>th</sup> Street and elsewhere. The sidewalk between 95<sup>th</sup> and 97<sup>th</sup> Streets has already been reconstructed.

**31 Rebuild the step ramp in Riverside Park at West 83<sup>rd</sup> Street.**

\$1.3M

The step ramp leading from the Warsaw Ghetto Memorial Plaza down to the river is in need of rebuilding. The bluestone stairs are an important pedestrian route between the river level and the Promenade level of the park, and they are badly deteriorated.

**32 Rebuild the step ramp in Riverside Park at West 78<sup>th</sup> Street.**

\$TBD

The step ramp leading to the West 78<sup>th</sup> Street underpass below the northbound off ramp from the Henry Hudson Parkway is in need of reconstruction. NYC DOT is in the final design stage for a massive reconstruction project at the 79<sup>th</sup> Street Rotunda. However, that project does not include restoration or improvements to adjacent park landscapes or structures. These bluestone stairs and pathway, which provide pedestrian access from Riverside Drive through to the east side of the Rotunda, are badly deteriorated. It is highly desirable that they be restored in the same time frame as the Rotunda itself.

**33 Step ramps at 105<sup>th</sup> Street in Riverside Park.**

\$TBD

The step ramps flanking the building with Ellington's Café and leading down to the athletic fields from the Promenade need to be rebuilt.

**34 Renovate Happy Warrior Playground, at P.S. 163 at 97<sup>th</sup>-98<sup>th</sup> Streets.**

\$TBD

Repave the multi-purpose play area; rebuild and expand the Parkhouse as a district HQ for DPR M&E operations and a storage facility.

**35 Restore the Soldiers and Sailors' Monument, Riverside Park at West 89<sup>th</sup> Street and Riverside Drive.**

\$30M

Restore the interior and exterior of the Monument, provide ADA access to the terrace and restore the plaza areas. An engineering study commissioned by OMB several years ago concluded that this 115-year old monument dedicated to the Union Army is in an advanced state of deterioration. Since that report,

the upper terraces and stairs adjacent to the Monument itself have been closed off with wire fencing to protect the public from falling stonework. The entire site is literally falling apart, with loosened joints, chipped stone and various other types of damage from the passage of time and from vandalism. The estimated cost to restore only the Monument building was \$13M, but DPR and consultants recommend doing the entire project at one time.

**36 Matthew Sapolin Playground, West 70<sup>th</sup> Street, PS199.**

\$5.96M without the comfort station.

Upgrade the playground, including resurfacing the pavement around the spray shower, replacing the safety surface, and replacing the backboards. The comfort station also needs renovation.

**37 Restore the Transfer Bridge in Riverside Park at West 69<sup>th</sup> Street.**

\$TBD

The West 69<sup>th</sup> Street Transfer Bridge in Riverside Park off of West 69<sup>th</sup> Street is a unique relic of the industrial history of the Riverside Park South area as a major freight rail yard. The plans for Riverside Park South have always included restoration of the Transfer Bridge. Phase 2 of the restoration was fully funded and was in the final design phase. That final design phase continued for an unusually long time because of issues involving getting electric power to the site, as well as the federal funding source, which requires additional levels of review. The current status of Phase 2 is unclear. Phase 3 would connect the Transfer Bridge with the adjacent Esplanade, allowing members of the public to access the Transfer Bridge itself for recreational and educational uses.

**38 Replace Skylight in the Gertrude Ederle Recreation Center (West 60<sup>th</sup> Street, Amsterdam – West End Avenue).**

\$TBD

Replace skylight over the multi-purpose room, built in the early 1900s, in the old portion of the building. During heavy rains, activities in the gym and fitness room currently had to be suspended because of leaking, which were damaging the rubber floor. As of this writing, this Rec Center is closed to the public, but is being used as a remote learning center for public school children during the Covid crisis.

**39 Renovation of the Performing Arts Library (Lincoln Center)**

**\$5.5M**

The Performing Arts Library serves both local and City-wide needs. It is ideally located within the Lincoln Center campus, an easy walk from Carnegie Hall, LaGuardia High School and the Special Music School among many other public schools, and Fordham; is a short commute from the Manhattan School of Music, Mannes College of Music, and other colleges and conservatories. The Performing Arts Library boasts a vigorous circulation and is heavily used, and enhances the cultural identity and resources of our Upper West Side community.

The building is in need of 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.

The A/C component (a \$350K upgrade) is critical both to meet the needs of library users as well as to promote the preservation of fragile manuscripts, scores and original ephemera.

**40 Visually Handicapped - Accessibility**

Those of our community with disabilities 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 street, the visually handicapped

have to way of knowing if it is safe to cross the street. We are recommending that DOT develop audible signals to indicate red light.

**41 Restore perimeter sidewalk - Central Park.**

**\$TBD**

The Park's perimeter sidewalks along Central Park West have buckled and present tripping hazards. Hex pavers, curbs and benches would be replaced. Columbus Circle has been reconstructed, and the CPW sidewalks in its immediate vicinity have been restored. The section of the sidewalk between 86th and 90<sup>th</sup> Streets was recently reconstructed as part of a landscape restoration project of the Central Park Conservancy. The remaining sections of the CPW sidewalk along Central Park from 77<sup>th</sup> Street to 109<sup>th</sup> Street still need funding for restoration.

**42 Signage: "NYC Law-no right on red", "NYC Speed Limit 25mph unless otherwise posted"**

There is a lack of signage where the Henry Hudson Parkway exits on to West Side streets, at the 79<sup>th</sup> Street and 95<sup>th</sup> -96<sup>th</sup> 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. Additionally, there is a paucity of speed limit signage throughout the West Side.

**43 Variable traffic signal timing (Pilot)**

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.

**44 Speed/red light camera pilot to enforce TLC (only) violations (Pilot)**

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.

**45 Riverside Drive, West 104<sup>th</sup>-110<sup>th</sup> Streets (\$2.95M)**

Reconstruction of the sidewalks.

**46 Pedestrian-initiated traffic crossings in Central Park**

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. CB7 supports, at a minimum, a trial period during which all private motor vehicles would be prohibited from using the Park Drives at all times. But currently, regardless of time of day and the amount of motor traffic and other conditions in the Park, the signals on the Drives can only be governed manually. The confusion among cyclists as to whether they must to stop at red lights when no pedestrians are crossing, and the failure of many cyclists to do so -- among other factors -- has highlighted the need to provide up to date functionality to the traffic signal system in Central Park, so that the thousands of recreational users -- pedestrians (including runners), cyclists, skaters, etc. -- can be made as safe as possible from collisions on the Drives.



