



*Minutes of Full Board Meeting  
February 5, 2013*

Community Board 7/Manhattan's Full Board met on Tuesday, February 5, 2013, at Goddard Riverside Community Center, 593 Columbus Avenue, in the District. Chair Mark Diller called the meeting to order at 6:10 pm after the Secretary confirmed the existence of a quorum.

Minutes from previous full board meeting were **approved**:

VOTE: 24-0-1.

Chair's Report: Mark N. Diller

- CB7 facilitated a community meeting on January 30 concerning the Department of Homeless Services shelters at 316 and 330 West 95<sup>th</sup> Street. DHS' commissioner Seth Diamond and Housing Solutions USA/Aguila staff participated. We and all elected officials met with DHS and Aguila on December 12. Later, we were informed of the one public hearing on Aguila's application to DHS to operate the shelters under contract, which was held on December 13. No one attended the hearing because there was no proper notice. We have written to DHS asking that they request the Mayor's Office of Contracts to reopen the hearing.
- Schedule changes: February Parks & Environment meeting will move to the 4<sup>th</sup> Monday of the month due to Presidents' Day; Land Use, which is joint with Transportation, will be held on the usual night but moved to Goddard Riverside Community Center. The April full board meeting will be on the 3<sup>rd</sup> and not the 2<sup>nd</sup> because of Passover observances.
- CB7's 2012 annual report to the Manhattan Borough President is due in March. All committees please note that your committee sections should be turned in by the end of February.
- The Gertrude Ederle Recreation Center on West 60<sup>th</sup> Street is nearing completion. The center is beautiful, but the lifeguard training program for the entire city is being located here, so we will lose the dedicated teen center and the training will take pool time away from the public. Money and in-kind contributions have been given by the community and the community should not lose use of it.
- The Mayor has released his preliminary budget. CB7 needs to comment. The budgets for all community boards are being cut. It ties the hands of our staff who do considerable community work. The education budget is also at issue.

Community Session

- Bob Wyman- Fossil Fuel Free (F3):  
About 1,500 buildings have converted from dirty oil; that's about 10% but we got them to convert in one year. This should save 120 lives per year. The buildings that have converted are mostly the larger buildings, so this has an outsize effect. This is not enough, stopping fracking is not enough. How do we get a fossil fuel free NY?
- Sharon Pope- NY Society for Ethical Culture at 64<sup>th</sup> St and CPW:  
Provides a non-theistic service in a congregational setting. NYSEC has a long history, among many accomplishments we have founded a school, the visiting nurse services, and have worked with many social issue groups.
- Jane Thompson – 732 WEA construction:



Passed around an article about another sliver building. Since last summer the building has had variances to work on Saturdays for no reason she knows. She and the building residents appreciate the support that Mark Diller and the Board have given them. We continue to work on this.

- Lourdes Comacho – Committee for Environmentally Sound Development:  
Fashion Week starts Thursday; there will be a demonstration protesting the impact of Fashion Week on Damrosch Park in which it is sited – the demonstration will be timed to coincide with the opening of Fashion Week.

Manhattan Borough President's Report- Rebecca Godlewicz

- The MBPO has reached out to DHS on the issue of the shelters on West 95<sup>th</sup> Street.
- State of the Borough is Thursday, please RSVP.

Reports by Legislators

Gale A. Brewer – City Council Member, 6<sup>th</sup> District

- Extell Development update: Collegiate School is moving to Riverside South at building K2 on 61<sup>st</sup> – 62<sup>nd</sup> Streets. The school will be 9 stories. Collegiate Church is buying current school space at West 77<sup>th</sup> Street and WEA, which is landmarked. Extell will continue to have a residential building on site K2.
- The Dermot Company has 2 buildings, one is affordable housing and one is market-rate residential.
- Larry Silverstein will develop building 5.
- Will hold a briefing on commercial rezoning for property owners and commercial brokers, including REBNY, in March.
- Accessibility of stores – there are a group of individuals working on this policy issue. This is separate from lawsuit.
- Recently had hugely successful recycling event. There will be an event in the spring behind the Beacon Theatre.
- Board of Elections – had a Council Governmental Operations Committee hearing recently on these issues. Although much of this is state law, she is active on this.
- Budget coming up. Department of Cultural Affairs has separate process and cultural groups must get involved.
- Final redistricting meeting is tomorrow. District 6 goes further north, but not as far south. It includes Central Park now.
- West 95<sup>th</sup> Street shelters – Comptroller is doing an audit of Aguila, the nonprofit operator of this and other sites. Noted that contracts are not online for this. CM Brewer and BP Stringer were not properly notified of public hearing concerning the letting of a \$47M contract to make the temporary shelters permanent – no attempt at all was made to notify the Community Board. The shelter buildings on West 95<sup>th</sup> Street should be permanently affordable housing, not a transitional shelter.
- Supports supportive permanent housing at 319 West 94<sup>th</sup> Street, which is run by the Lantern Group. Working to get churches and synagogues to work with populations to get from faith-based shelters to permanent housing.



- 59<sup>th</sup> Street Rec Center – \$14M came from local developers, Congressman Nadler, City Councilmember Brewer. Commended Chair Diller and CB7 member Mel Wymore. Although did not have written promise for no lifeguards, did not expect the lifeguards to be coming back. 1,800 lifeguards would come through this center each year. This was intended as a teen rec space. Lost battle with Dept of Parks.
- NYCHA – this issue is a mess. Will be nice to see how Mayor Bloomberg will be able to address the repairs.
- Payphones – during hurricane a lot of people lined up to use the pay phone. Need to address how best to address the public phone issue for the future.
- Columbia Grammar – everyone working on this from both development and traffic perspective. Has received hundreds of emails.
- Curtailing after hour and weekend variances is something she is working on with CM Garodnick.
- Helicopters are still an issue. Suggestion that helicopters should have numbers on them on the underbelly instead of the roof, so numbers can be seen from the ground.
- PCBs – Department of Education sent a letter saying that O'Shea will be fixed at some long away future date.

Reports by Legislative Representatives

Ellen Louis, Senator Brad Hoylman's Office

- Jared will be Deputy Chief of Staff; Ellen Louis is the new community liaison.
- Passed NYS gun law, toughest in the nation. More needs to be done with gun control: IDs, registrations, ensure the privacy of mental health patients.
- Boy Scouts of America will be rescinding ending anti-gay stance. However local chapters have the option of continuing. Should work for complete equality of access.

Ben Schachter, Senator Adriano Espaillat's Office

- The Senator is working on redistricting, gun package.
- Ranking member of Housing committee. Many changes to come.
- Holding a forum on hydrofracking along with many other public officials.

Paul Sawyer, A-M Linda Rosenthal's Office

- The district office was relocated during renovations.
- Constituent meetings on Thursday 9-12 and Tuesday from 2-5 at Council Senior Center.
- Appointed chair of science and technology committee.
- New bus shelter on West 65<sup>th</sup> Street between Broadway and Amsterdam.

Dominic Lee, A-M Daniel O'Donnell's Office

- Chair of Corrections Committee and on the Education Committee.
- Fighting against fracking. Spoke at today's fracking news conference.
- The book drive runs through the end of the month.

George Oliver, A-M Richard Gottfried's Office



17 health related bills are in the Assembly, including genetic screening.

Andres Pasmino, State Senator Jose Serrano

- Supports the gun control act.
- New chair of Senate Democratic Conference.

Matthew Bitz, NYC Comptroller John Liu's Office:

- Business Session Checkbook 2.0 real time access to budget.
- Looking closely at the shelter contract on West 95<sup>th</sup> Street. Hope to take action.

### Transportation Committee

**Andrew Albert and Dan Zweig, Co-Chairpersons**

1. **Continuation of the redesign of Columbus Avenue to include physically protected bike lanes, pedestrian refuges, turning lanes and dedicated loading zones.** Request that the Department of Transportation finish its proposal to CB7 for a physically protected bike lane and attendant "complete street" changes on Columbus Avenue from 59<sup>th</sup> Street to 110<sup>th</sup> Street.

- Chair Diller discussed how the resolution would be considered. Margaret Forgione, Manhattan Borough Commissioner, and Josh Benson, DOT, were present to answer questions.
- Transportation Committee members Roberta Semer and Su Robotti would be responsible for presenting the resolution.
- Roberta Semer made a presented the Transportation Committee's consideration of this issue and resolution. She also presented proposed amendments, which the majority accepted as friendly.

Discussion between DOT and CB7 Members:

#### **West 66<sup>th</sup> Street corridor.**

- There should be a specific commitment that DOT will make it safer regardless of the delay due to the water tunnel construction.
- How will DOT ensure that pedestrians are protected?

*DOT glad to look at this more.*

- The resolution sponsors indicated that they would be willing to accept a friendly amendment to prioritize pedestrian safety in the Lincoln Center bowtie.
- When would plan to make bowtie safer be finalized?
- This would be an ongoing discussion to make it clear for everyone.

#### **The resolution sponsors accepted as friendly the insertion of the following:**

BE IT FURTHER RESOLVED that CB7 requests that the Department of Transportation, as part of its bicycle path and mobility enhancements for Columbus Avenue, devise a plan for cyclists to pass safely through the bowtie at the junction of Columbus Avenue, Broadway and West 65<sup>th</sup> Street. Such a plan should be the product of a collaborative effort between the Department of Transportation and CB7 to ensure safety for pedestrians and cyclists, with sketches, renderings and plans to be provided to CB7 not more than one month after the DOT approval of its street redesign and that no work commence until CB7 has approved changes.



*Comm. Forgione: DOT is willing to work with the board regarding the details throughout the process. DOT feels comfortable that this will work despite its complexity. The key is making it clear for cyclists where they need to be and for motorists where cyclists will be.*

*Josh Benson, DOT, indicated that there are no places on the street where cyclists are asked to dismount and walk to reconnect with a bike path. It is perfectly legal to cycle on all streets and DOT does not want to set the precedent of asking cyclists to dismount in this case.*

**Are shared bike lanes as proposed on Upper West Side utilized elsewhere in city and if so what is the impact on traffic flow? Further were there traffic studies of the impact before and after the bike lanes were implemented?**

*1<sup>st</sup> and 2<sup>nd</sup> Avenues on the east side of Manhattan near 49<sup>th</sup> Street and the U.N. DOT has not seen any noticeable impact with these lanes and left lane is last resort. Bike lane studies were done and are in the 1<sup>st</sup> and 2<sup>nd</sup> Avenue bus study report.*

**Examples of difficult cycling areas?**

*Herald Square, East River Bridge intersections. There is not a directly analogous situation to the extension contemplated here, but they are still working on it. If the Board is interested in working on the bowtie for pedestrians, DOT is also interested in working on that.*

**Outreach to businesses affected by the bike lanes.**

*DOT's PowerPoint indicates that business outreach was completed, but did not speak regarding outcomes. They spoke to 189 businesses and have a list of those who need loading zones in short run and are willing to add more later.*

**Were the bodegas were contacted regarding the proposal?**

*Yes.*

**Parking spaces.**

- *257 parking spaces on the East side of Columbus are affected of which 20% will be repurposed.*

*Repurposing means that 60 parking spaces would be eliminated to have turning lanes.*

- *30 spaces that would be converted to daytime loading zones that would be available at night and on weekends.*

- *Current no parking restrictions for rush hour on the west curb lane between West 96<sup>th</sup> and 110<sup>th</sup>*

*Streets can be eliminated to provide additional parking.*

- *There would be a window for street sweeping, but not full three hours.*

**Plan for school children crossing bike lanes to and from school?**

*DOT provides training to senior centers and schools when they implement new bike lanes. It would likely entail additional signage and school personnel to help children on and off of the bus. The school needs to be well aware and assist with the process.*

**Why schools were not contacted along with businesses?**

- *Attempts were made both by the schools and the DOT, but apparently they did not connect.*
- *Commitments on both sides were made to follow up after the meeting.*

**Muni-meters and parking.**

*15% gain in parking overall. Unable to provide a specific number.*

**How does DOT reconcile lack of street parking with lack of parking in buildings? Doesn't reducing the number of parking spaces on streets lead to more pollution as the drivers search for on street parking? This also will increase frustration between cyclists and motorists.**

*After implemented these lanes in other locations, DOT has not noticed any increase in cars circling and further it is not the goal to have on street parking.*

**Will there be bike share above 59<sup>th</sup> Street?**

*Not in the first roll-out of BikeShare; no specific date for when bike share will be implemented at 59<sup>th</sup> Street and south.*

**How will pedestrian islands in bike lanes be impacted by the proposal? The Columbus Avenue islands can present challenges for pedestrians. The crosswalk is painful to walk on and shopping carts do not travel across it well. Above 96<sup>th</sup> Street is particularly residential and this should be taken into account.**

*Pedestrian islands are elevated, but at the crosswalk it is completely flush with the sidewalk. If there is somewhere specific where it is not flush, then please let DOT know. In the cut through, there are tactile warnings called a raised bump to make clear that leaving a pedestrian area. Some downtown are a little wider, but on Columbus Avenue they are 7-8 wider.*

**What is the plan to fix or replace tactile strips?**

*The strips are consistent with current ADA requirements, but if they are worn out then DOT will replace them.*

**Will pedestrian islands in the new project be consistent with existing ones?**

*Yes, they will be consistent, except in the bowtie from 69<sup>th</sup> – 63<sup>rd</sup> street where they do not believe they can be accommodated.*

**When would construction begin and end?**

*Calendar year 2013. 2 months of construction in a fairly lightweight manner. DOT needs to figure out when. Budgeting and scheduling to be decided in the next few weeks; design to follow.*

**Cyclist compliance with the rules and what is DOT doing in this regard?**

*DOT has been holding workshops for restaurant owners and commercial cyclists about the law related to equipment. In April, DOT will begin enforcing the law.*





**It is important that all cyclists are required to have lights on bike and wear reflective materials and it should be in the resolution.**

- *The law already requires lights at night and DOT gives them out also.*
- *Also working with The Jewish Guild to protect the disabled community.*
- *Being as creative as possible.*

**Who will handle bike lane enforcement?**

- *DOT has an enforcement group, but mostly the NYPD will handle enforcement. DOT works with NYPD to enforce the laws related to bike riding.*

**Is there traffic data publicly available relating to 96<sup>th</sup> – 77<sup>th</sup> corridor after the installation of bike lanes?**

- *DOT looked at traffic and parking data and found that cycling volumes increased by 48% on weekdays.*
- *Traffic volume remained pretty equal.*
- *Speeding was reduced.*
- *There was a decrease in amount of double-parked cars, mainly because installed loading areas.*
- *Travel times increased a little.*

**What about use of loading zones and impact on flow of traffic?**

- *CB7 should inform DOT if there are issues.*
- *Crash statistics from NYPD were analyzed and crashes from injuries were reduced by 19% especially in pedestrians. Total number of injuries was 18% lower.*
- *Columbus Avenue BID said there is 100% retail occupancy in this current corridor.*
- *Further there are more tree pits in the corridor, which is a sign of economic vitality.*

**How would this proposal impact sanitation in bike lanes?**

*Sanitation Department has been contacted and they have made sure that blades are able to fit in the lane to clean as necessary. The width of the street does not change.*

**The resolution should also require that DOT come back to CB7 to confer about implementation plans and conditions on a regular basis.**

**This has to be a fluid process.**

Public Comment on Proposal

- Oscar Untener – 10-year-old cyclist. He and his seven-year-old brother commute to Calhoun school daily with their mom. They attend both Calhoun school locations. The City has created many safe corridors for children, including in Central Park. However, there is no way to get between the two campuses safely, except on sidewalks which they get sneers. He urged CB7 to make it easier and safer for him and his brother to ride their bikes on the UWS.



- Mary Beth Kelly – Psychotherapist who has raised her kids on UWS. Carries a dream of a less violent city. Her husband was killed from injuries from bicycle incident from someone who did not stop at an intersection. Stop carnage on streets. Street design accomplishes this. The city has more vehicular crimes than guns. In her work, she talks with grieving; emphasize lives over parking spaces.
- David Zelman – Strongly supports bike lanes, but this proposal is not appropriate right now. Increased use of public transportation is a more important solution. Why when DOT has an opportunity to make it easier to use public transportation do they make it easier to park? Focus should be on promoting public transportation instead of driving. There is a glut of public parking in Downtown Brooklyn but not sure why. Forget about bikes for now and have DOT focus on public transportation. He was previously a public member of transportation committee and he is concerned about how DOT manipulates stats; ensure transparency.
- Richard Juilano – Lincoln Square BID – BID has serious concerns with expansion of bike lanes. All mitigation should be completed before any bikes are brought into the bowtie. Visually impaired will be more at risk with this proposal. The bowtie area is very complex and bike lanes are not compatible with this approach. Furthermore, the water tunnel construction complicates this. No bike lanes should be implemented below 66<sup>th</sup> street until this construction is completed in 2014. Recommended rerouting from 64<sup>th</sup> through Central Park West.
- Maury Rubin – Owner of City Bakery and Birdbath – testimony submitted for the record.
- Dr. Linda Prine – Agrees with safety record of bike lanes and stats of Mary Ellen. Obesity epidemic; bike lanes encourage individuals to improve health and enable people to get exercise.
- Lisa Sladkus – Upper West Side Streets Renaissance Executive Director – Focused on children's safety while noting other improvements. Mother of three children and over the last five years the streets have not improved as it relates to cyclist safety. Encouraged CB7 to get this right.
- Henry Rinehart – owner of Henry's – thanked DOT for enforcing commercial cyclist rules. Thanked CB7 for trying to get this issue right. This is an important way to reinvigorate UWS. Guests arrive in one vehicle or many bikes. It is important for community to feel CB7's support on this issue. If concerned about parking, then should engage DOT to look at Sunday metered parking. Supported DOT for bringing federal transportation dollars in to community.
- Barbara Adler – Columbus Avenue BID, Executive Director – Speaking on behalf of Board. Overwhelmingly in favor of keeping and extending protected bike lanes. Fits well with greening concept for Columbus Avenue. Remains opposed to the fact that DOT has robbed blocks of parking spots. Merchants are not ok with the lack of parking available in this area. Asked CB7 to please consider restaurateurs in this area. Also reconsider day lighting as a recommendation, even though DOT does not support this. Consider reinstituting Sunday metered parking, including on side streets and give permits to residents.
- Joseph Borkowski – Resident of UWS, but commutes to UES daily. Bike lanes have made it possible to do this safely and quickly. He was hit on Madison Avenue in August. Highlighted NYPD's crash data. Cycling encourages him to spend more time and money in the neighborhood than he otherwise would. There are lots of protected bike lanes downtown and across the bridges. Enforcement needs to increase.





- Brenna Cohen – Patagonia – Family friendly business that has many parents and children who bike to store. Also benefits from designated delivery zone. Have about 2 deliveries a day during slower periods. Located also in a bus zone, which provides extra loading area. She is also a cyclist and feels unsafe biking from Harlem until hits 96<sup>th</sup> bike lane because before that it is a zoo on Columbus.
- Arnold Schickler – Resident of 130 W. 86<sup>th</sup> Street – 79 year old cyclist who cycles aggressively around city. Bike lanes are not optional, they are necessary for future of NYC. This is especially true because there will be 10,000 additional cyclists in City in coming months. This is good for business and tourism industry. This is safer for pedestrians also. Seniors utilize islands more. Parking issues are a myth because no expert has validated this.
- George Beane – A.R. Walker & Co. – Columbus Avenue property owner and founding member of Columbus Avenue BID – bicycles are now an established transit link. Very happy to hear statistics about how bicycle lanes improve business traffic. Two of most important cultural establishments are in our district – AMNH and N-Y Historical Society. Bike lanes will only increase this. They should be safe and not ride on sidewalks or recklessly. Glad that he can see cyclists and they can see him.
- Liz Patek – Sidewalks are a part of public transportation and bicycle lanes should be so also. Lived in Amsterdam for a year and this informed her perspective on the issue. Change the culture on bike lanes and their positive impact on community
- Sean Robin – NYC Department of Health – The body needs physical activity to remain healthy. Active Design Guide encouraged more bike lanes and active transportation, especially for elderly and youth. Keep children in mind and bike riding is an excellent way to do this. Think about impact on Harlem and Midtown also now being connected.
- Beth Oram – UWS resident – primary concern of safety of elderly people because she is a geriatric nurse practitioner. Cycling on sidewalks has presented a huge issue. New bike lanes in Penn South and there are not as many incidents.
- Brian Hoberman – Nine-year resident of UWS – Support bike lanes on Ninth Avenue. DOT stats show improvement and should consider those to know that things are going to be better. Stats are better than anecdotal info. Gave stat that indicated no pedestrians were killed by cyclists. Regarding the bowtie, he suggested that reroute cars to protect cyclists.
- Tila Duhaime – Former CB7 member – Working on this for a long time. Overwhelming support for this project and that should be reflected in Board vote. This is fundamentally a public health issue. We have seen similar results in other places in the City, which beginning to see now on Columbus Avenue, and this should motivate CB7 to do the right thing.
- Detta Ahl – Thanked CB7 for volunteer service. Many things cause death in the City and in many instances elected officials step up to make people safer. But no one steps up to make people safer from motorists. By endorsing change can steer it in the right direction.
- Christine Berthet – Founder for Checkpads and chair of CB4 transportation committee – came to share experience from CB4. Speaks from pedestrian standpoint because she is not a cyclist. CB4 addressed same questions. MSG, entrance to Lincoln Tunnel on 9<sup>th</sup> Avenue, Port Authority, water tunnel, etc. are in CB4 district and this was used as a reason why new bike lanes



would not work. However, it has been proven to work on 8<sup>th</sup> and 9<sup>th</sup> avenues. With respect to pedestrian safety, if can get the improvements while also getting bike lane should do it.

- David Foell – UWS resident – Highlighted changing values of community over time. Think about usage of public real estate, which is Columbus Avenue, that can be used in more efficient, productive way.
- Neil Bezdek – UWS resident – Came back to NYC because NYC is the most livable city worldwide. Works in economic development and said bike lanes will do a lot to make the city more competitive globally.
- Michael Ludwig – Questions to DOT should focus on youth and elderly. Ask whether the city would be better without bike lanes.
- David Vasser – UWS resident – Win, win all around from bike lane. His 13 year old son needs to have a safer ride right through heart of community. It is better for merchants because cyclists can shop on a dime. Should marginalize cyclists to parks because hurts merchants. Thanked CB7 member Ken Coughlin for making Central Park car free.
- Mary Barknecht – Show rest of city what livable city really looks like. She bikes everywhere, all year round and never uses public transportation. This will inspire others to do the same.
- Ben Kintish – Representative on bike lanes from Brooklyn – Explained his conversation with commercial cyclist in Spanish about whether he would support expansion of bicycles. The commercial cyclist was enthusiastic about supporting expansion and said this should motivate CB7 to support this proposal.
- Steven Phillips – Big fan of protected bike lanes. He rides with child in trailer and encourages passage of proposal to make it safer for everyone.
- Lance Leener – Public school teacher – Fully endorses expansion as great for everyone including the planet.
- Anca Giurgulescu – Works at St. Luke's and Roosevelt and would love to use the bike lanes to travel between the two hospitals.
- Peter Arndtsen – Columbus-Amsterdam BID, District Manager – Important for city streets to change. Safer streets are better for schools, businesses and seniors in neighborhood. May not be the best plan but it is an important step. This plan reduces car speeds and needs to be adopted.

#### Board Discussion

- DOT should not do any construction in the bowtie before CB7 sees a plan. This amendment was accepted as friendly.
- There was no outreach to schools in advance, even after contacting DOT. Noted that there is a concern with student safety in northern area above 96<sup>th</sup> Street.
- Plan has to be collaboratively developed before bike lanes are installed. This amendment as accepted as friendly.
- There is conflicting information regarding the plan. If going to have bike lanes then should do it right. We cannot function with half information. Need to resolve everything before things take place. Either we reject it or accept conditionally that get information before bike lanes installed.



- Does not see rationale for not requiring cyclists to have a license, carry liability insurance, etc. similar to motorists. Being asked to dedicate city space to cyclists without asking cyclist to carry their fair share in the equation.
- Bicycle lanes are vastly underused because they are mostly for commuters. Dialogue previously had taken an ugly, personal and acrimonious turn that is not helpful to the movement. Pleased to hear a different tone used in the advocacy at full Board. There are issues being raised that must be addressed at a future meeting.
- Amendments need to be strengthened further because should not vote on resolution without it being as specific as possible. Specifically, before construction begins DOT must come to CB7 with specific approaches, scenarios and options to show to CB7 about how they will handle pedestrian islands and other problems. The big problem is about the Lincoln Center bowtie. This should not be CB7 giving DOT carte blanche authority. CB7 must be a part of the conversation and not just someone to report to. Raised concerns about pedestrians that believe should be included in resolution. In the hierarchy, pedestrians must be the top level of focus, cyclists are very distant second to cars which are last. Must get DOT to pay attention to the community. Need to get DOT to make clear what they can emulate.
- Very edified by public comment. Street design has had very positive impact on community and how individuals share the road. This helps to ensure that streets are public space that needs to be shared. DoT has tried very hard to work with merchants and that should be encouraged. Urged people not to be afraid of the future.
- Research is hard to parse, but that should not matter. If bicycles are a legitimate form of transportation, then there need to be clear rules for the road.
- Has been vilified for raising concerns regarding the plan and is unsure whether a bureaucratic agency can take the steps necessary to implement this safely.
- DOT has been very responsive with the initial bike lane and need to move this conversation forward.
- Urged amendment for immediate adoption as it relates to 96<sup>th</sup> to 110<sup>th</sup> with caveat for safety concerns around school. For 69<sup>th</sup> and southern streets nothing should be implemented without design approval from 65<sup>th</sup> to 59<sup>th</sup> street. This way CB7 can connect with northern Manhattan. Priority for implementing from 96<sup>th</sup> to 110<sup>th</sup> street with caveat of working out pedestrian issue.
  - There must be specificity addressing the school and business issues in the 96<sup>th</sup> north corridor.
- Can CB7 hold DoT's feet to the fire on this before approving the resolution? Concerns must be addressed to protect the interests of the community as well.
- Urged board to be clear about resolution language.
- Board's work will not be finished with a vote – CB7, as it always does, must continue to work with the community and DOT to ensure all needs are met (especially businesses), the designs reflect the needs of all, and issues that can only arise upon implementation will be appropriately addressed.
- Recap:
  - Move ahead 96<sup>th</sup> to 110<sup>th</sup> and 77<sup>th</sup> to 69<sup>th</sup>.
  - Problem is below 69<sup>th</sup> with the water main and requesting DoT come up with a bowtie solution.



- Board member offered motion to delete from current draft resolution the proposed amendment about prioritizing 96<sup>th</sup> to 110<sup>th</sup> and whether issues would be worked out before bike lanes begin.

After deliberation, the resolution to approve, as amended, was adopted.

VOTE: 26-11-1-0

### **Preservation Committee**

#### **Gabrielle Palitz, Chairperson**

#### **2. 10 West 84th Street, Rodeph Sholom School (Columbus Avenue – Central Park West.)**

Application to the Landmarks Preservation Commission for reconfiguring the building's front entry, including associated interior renovations, façade renovations and a new entry canopy.

Ms. Palitz explained that the exterior is harsh. The new design would soften the façade. However the committee did not feel it was reasonably appropriate.

After deliberation, the resolution to disapprove was adopted.

VOTE: 21-6-0-0

### **Youth, Education & Libraries Committee**

#### **Marisa Maack, Chairperson**

#### **3. Assemblywoman Linda B. Rosenthal's bills on PCB remediation:**

- 988A calling for all NYC public school buildings to be remediated within 2 years and post remediation air testing of buildings to ensure ballast removal was effective.
- 426A calling for the city to post school remediation list online so it is publicly available and that each school be given a number on the list for remediation schedule.

After deliberation, the resolution to support the bills was adopted.

VOTE: 31-0-0-0

#### **4. Green Apple Bonds proposal to help fund PCB remediation.**

Ms. Maack: Costs will be offset by lower energy costs and will be recaptured in two years.

After deliberation, the resolution to support the bonds was adopted.

VOTE: 31-0-0-0

### **Parks & Environment Committee**

#### **Klari Neuwelt and Elizabeth Starkey, Co-Chairpersons**

**5. 59<sup>th</sup> Street Marine Transfer Station.** NYC Department of Design and Construction proposal for the renovation of the Department of Sanitation's West 59<sup>th</sup> St Marine Transfer Station (MTS). The MTS will handle paper recyclables as part of the Solid Waste Management Plan.

Ms. Neuwelt: The paper recycling transfer station will remain, which is good news for the Upper West Side. The sanitation trucks will now queue entirely within the building, rather than on West 59<sup>th</sup> Street. Cyclists asked for a change in pavers that are disruptive to cyclists. A substitution has been proposed.

Board Discussion:

- Traffic lights for cyclists will be installed.
- It was requested that the lights be set an appropriate height for cyclists. Accepted as a friendly amendment.

After deliberation, the resolution, as amended, was adopted.

VOTE: 31-0-0-0

6. **Central Park.** Former Tavern on the Green site.

Committee is concerned that the “take out” window was pushed off to the side urges that it be clearly visible for park users.

Board Discussion:

The center terrace is not available to the “to go” user. Is the allocation of space overly favorable to those patrons who are paying more to have waiter service.

After discussion, the resolution to approve was adopted.

VOTE: 31-0-1-0

**Business & Consumer Issues Committee****Michele Parker and George Zeppenfeldt-Cestero, Co-Chairpersons*****Application to the SLA for a two- year on-premises liquor license:***

7. **313B Amsterdam Ave** (West 74<sup>th</sup> Street) Baby Oliver LLC, d/b/a Piccolo Café, active Wine & Beer only license # 1265224, to be upgraded to Liquor, Wine and Beer.

After deliberation, the resolution to approve was adopted.

32-0-0-0

**8. Unenclosed Café Renewal Applications:**

- **One Lincoln Plaza, aka 1900 Broadway** (West 62<sup>nd</sup> Street.) Renewal application DCA#1137714 to the Department of Consumer Affairs by Fiorello’s Roman Café. Inc., d/b/a Fiorello’s Roman Cafe, for a two-year consent to operate an unenclosed sidewalk café with 32 tables and 64 seats.
- **237 Columbus Avenue** (West 71<sup>st</sup> Street). Renewal application DCA#1219794 to the Department of Consumer Affairs by 71 Wine Bar Café Operating Corp., d/b/a Bin 71 Restaurant for a two-year consent to operate an unenclosed sidewalk café with 6 tables and 12 seats.
- **320 Amsterdam Avenue** (West 76<sup>th</sup> Street.) Renewal application #1025224 to the Department of Consumer Affairs by Surtic, Inc., d/b/a Citrus for a two-year consent to operate an unenclosed sidewalk café with 19 tables and 42 seats.
- **413 Amsterdam Avenue** (West 80<sup>th</sup> Street.) Renewal application #1396587 to the Department of Consumer Affairs by Flagship S.B. Amsterdam NY, LLC , d/b/a Saravana Bhavan, for a two-year consent to operate an unenclosed sidewalk café with 11 tables and 22 seats.



- **423 Amsterdam Avenue** (West 80<sup>th</sup> Street.) Renewal application # 0981250 to the Department of Consumer Affairs by BSWR Corp., d/b/a Sarabeth's, for a two-year consent to operate an unenclosed sidewalk café with 7 tables and 16 seats.
- **425 Amsterdam Avenue** (West 80<sup>th</sup> – West 81<sup>st</sup> Street.) Renewal application DCA# 1218074 to the Department of Consumer Affairs by 425 Amsterdam Café, Inc., d/b/a McAleer's Pub, for a two-year consent to operate an unenclosed sidewalk café with 8 tables and 16 seats.
- **494 Amsterdam Avenue** (West 84<sup>th</sup> Street.) Renewal application DCA#1207810 to the Department of Consumer Affairs by PQ West 84th Inc., d/b/a Le Pain Quotidien, for a two-year consent to operate an unenclosed sidewalk café with 8 tables and 16 Seats.
- **2463 Broadway** (West 91<sup>st</sup> Street.) Renewal application DCA# 1277778 to the Department of Consumer Affairs by PQ Upper West, Inc., d/b/a Le Pain Quotidien, for a two-year consent to operate an unenclosed sidewalk café with 8 tables and 16 seats
- **201 West 95<sup>th</sup> Street** (Amsterdam Avenue.) Renewal application DCA# 1282774 to the Department of Consumer Affairs by 201 Rest. 95<sup>th</sup> Street Corp., d/b/a Buceo 95 Restaurant, for a two-year consent to operate an unenclosed sidewalk café with 10 tables and 21 seats.
- **960 Amsterdam Avenue** (West 107<sup>th</sup> Street.) Renewal application DCA# 1275484 to the Department of Consumer Affairs by Thai Market, Inc., d/b/a Thai Market, for a two-year consent to operate an unenclosed sidewalk café with 12 tables and 25 seats.

After deliberation, the resolution to approve applications was approved.

VOTE: 31-0-0-0

**9. Enclosed Café Renewal Applications:**

- **200 West 60<sup>th</sup> Street** (Amsterdam Avenue.) Renewal application DCA#0984345/ ULURP# N120021ECM to the Department of Consumer Affairs by Heledona Inc., d/b/a Olympic Flame Diner, for a two-year consent to operate an enclosed sidewalk café with 11 tables and 32 seats
- **44 West 63rd Street** (Broadway.) Renewal application DCA# 1229629/ ULURP# 110358ECM to the Department of Consumer Affairs by Ixhel Corporation, d/b/a PJ Clarke's, for a two-year consent to operate an enclosed sidewalk café with 10 tables and 28 seats.
- **2061 Broadway** (West 71<sup>st</sup> Street.) Renewal application DCA# 1223566 / ULURP# N120254ECM to the Department of Consumer Affairs by Café 71, Inc, d/b/a Café 71, for a two-year consent to operate an enclosed sidewalk café with 9 tables and 29 seats.
- **368 Columbus Avenue** (West 77<sup>th</sup> - 78<sup>th</sup> Streets.) New application DCA# 1392090/ ULURP# N110358ECM to the Department of Consumer Affairs by Ixhel Corporation, d/b/a Café Frida, for a two-year consent to operate an enclosed sidewalk café with 10 tables and 28 seats.

After deliberation, the resolution to approve the applications was adopted.

VOTE 26-5-0-0

**10. 2518 Broadway** (West 94<sup>th</sup> Street.) Renewal application DCA# 1353598/ ULURP# N120253ECM to the Department of Consumer Affairs by 94 Corner Café Corp., d/b/a 94 Corner Café for a two-year consent to operate an enclosed sidewalk café with 5 tables and 20 seats.

After deliberation, the resolution to approve the application was adopted.

VOTE: 25-5-2-0





11. **2596 Broadway** (West 98<sup>th</sup> Street.) Renewal application DCA# 1338515 / ULURP# N110315ECM to the Department of Consumer Affairs by H.B. Restaurant Group, Inc, d/b/a Hunan Balcony, for a two-year consent to operate an enclosed sidewalk café with 10 tables and 20 seats.

After deliberation, the resolution to approve the application was adopted.

VOTE: 31-0-1-0

***New Unenclosed Café Application:***

12. **208 Columbus Avenue** (West 69<sup>th</sup> – 70<sup>th</sup> Streets.) New application DCA# 1451239 to the Department of Consumer Affairs by Birote Corp., d/b/a El Mitote, for a two-year consent to operate an unenclosed sidewalk café with 7 tables and 19 seats.

After deliberation, the resolution to approve the application was adopted.

VOTE: 32-0-0-0

**Steering Committee**

**Mark N. Diller, Chair**

13. Borough Board Resolution on Voting Reforms (early voting, same-day registration, no-excuse absentee ballots).

Benefits to the citizens are that early voting will be allowed and there will no longer be a need to provide a reason for requesting an absentee ballot.

In states that have adopted all three reforms, voter participation increased markedly (not so where only one or two of the reforms were adopted).

After deliberation, the resolution to approve was adopted.

VOTE: 32-0-0-0

14. Requests for 3-month Leaves of Absence.

Madge Rosenberg from February through April, 2013 and Paul Fischer, from December through March 2013.

After deliberation, the resolution to approve the requests was adopted.

VOTE: 32-0-0-0

**CB7 Bylaws Task Force**

**Roberta Semer, Chair**

15. Revised Community Board 7/Manhattan Bylaws.

Discussion included expressions of thanks to Roberta Semer for the clear presentations and the expert leadership of the working group that resulted in the presentation before the full Board.

After deliberation, the resolution to approve the revised Bylaws was approved.

VOTE: 31-0-1-0

**Housing Committee**

**Nick Prigo and Louis Cholden-Brown, Co-Chairpersons**



16. Rent Control Bills. Support for pending legislation to enhance tenant protections.

After deliberation, the resolution was adopted.

VOTE: 22-1-5-0

**Present:** Mark N. Diller, Jay Adolf, Andrew Albert, Linda Alexander, Richard Asche, Laura Atlas, Issac Booker, Elizabeth Caputo, Louis Cholden-Brown, Kenneth Coughlin, Page Cowley, Mark Darin, Robert Espier, Miki Fiegel, Sheldon J. Fine, DeNora Getachew. Marc Glazer, Phyllis E. Gunther, Joanne Imohiosen, Ulma Jones, Lee P. Kwan, Blanche E. Lawton, Marisa Maack, Lillian Moore, Klari Neuwelt, Gabrielle Palitz, Michele Parker, Nick Prigo, Anne Raphael, Suzanne Robotti, Helen Rosenthal, Evan Rosing, Gabriella Rowe, Roberta Semer, Ethel Sheffer, Eric Shuffler, Elizabeth Starkey, Barbara Van Buren, Mel Wymore and George Zeppenfeldt-Cestero. **On-Leave:** Paul Fischer and Madge Rosenberg. **Absent:** Ian Alterman, Brian Byrd, Haydee Rosario, Stephen Vazquez, Thomas Vitullo- Martin and Dan Zweig.



## Youth, Education &amp; Libraries Committee Meeting Minutes

Marisa Maack, Chairperson

February 21, 2013 6:30 PM

**NYC Administration for Children's Services - Tia Waddy, Director of Community Relations of and Lisa Crook, Division of Juvenile Justice Planning and Measurement**

Discussed the Close to Home Initiative which places juvenile's in custody within NYC instead of sending them to facilities upstate.

- Allows for them to remain in NYC school system and get credits for school work done while in placement. Something that did not happen when they were placed outside of NYC.
- Allows for greater interaction with families and coordinated counseling with social services with juvenile and family
- Allows for smoother reintegration into community when placement is over
- Program implemented in 2 phases.
- Phase 1 is non secure placement which started in Sept 2012. 200 youth have already gone thru this phase.
- There are 11 providers of nonsecure placement and 2 stand alone schools
- Those with IEP's keep those in this placement, students are bused together to one of the two stand alone schools
- Tries to create a more home environment
- Youth with special needs due to behavior issues are separated from others
- Youth are allowed to leave facility under supervision
- Phase 2 is limited secure placement
- Have RFP's out now for those facilities. None will be in Manhattan because need to be larger to house all services on site for 8-10 youth – medical, school, social services
- Will accept youth for limited secure placement in Fall 2013
- Age range for both programs is normally 14-17. Average stay is 4-7 months
- Have had very few issues with neighbors
- Have aftercare and family function therapy to reintegrate youth to community
- Their schools are part D79 district
- Setting up new systems to evaluate effectiveness of program
- In past had large recidivism rate from upstate placement
- Reaching out to more CB's to do outreach

**Success Academy Charter Schools – representative Michael Suchanek and Assoc Dir for parent relations, Norah Cooney**

SA will be applying to NYS for a new charter to open another elementary school in D3 for Fall 2014 and would like to hear community board feedback and get input.

- There are currently 14 SA schools and 6 more will open this Fall. Opened 1<sup>st</sup> school in Harlem in 2006
- Mike is a rep of SA and a 1st grade parent at Upper West Success himself. He spoke briefly about SA model – charter fro State, develop their own curriculum, hire their own teachers
- Committee members questions and comments:
  - C. Where do they get their #s to justify need for another school and would they consider locating in a private school



SA. Their model is to operate in underutilized public school bldg. Will not change model. No answer for where they obtain data although he quoted a DNAinfo article from 2011 on pop growth for D3

C. Would they consider changing their waterfall enrollment policy to give D3 students priority and would they consider using the parochial school space that is coming online in D3?

SA. Will not change model of co-location but cannot say what public school space they are considering

C. Many Comments on importance of adding seats to D3 not to repurpose existing seats to charter space. Our need is to add seats and the concern is not necessarily who runs them but that there is a net gain.

C. Frustration at asking for feedback while coming with no information on where the school will be placed and who it will serve. Impossible to give meaningful feedback with no information and irresponsible for NYS to provide charters without a full plan in place.

C. Only 2 schools currently listed as “underutilized” in D3 – PS 208 and MLK High school Building. Both are completely inappropriate for co-locations for different reasons. 208 is part of the D3 magnet grant and needs room to grow its programming to comply with grant and MLK is a high school building with 6 schools already housed there and, according to DOE officials, a footprint that can accommodate 6 schools only. Even if it could fit another school, we need to keep those high school seats. We have already lost high school seats from Brandeis.

C. have to be careful about how ‘underutilization’ is defined – shouldn’t be by seats but by classes and underutilization can be manufactured through zoning. Disconnect between ‘underutilization’ and needing more charters

Community can find information and send comments to [www.successacademies.org/newschools](http://www.successacademies.org/newschools) or [newschools@successacademies.org](mailto:newschools@successacademies.org)

#### Public comment:

- Beth Servetar, PA Pres at MS 54 and PC rep: 208 is co located with 2 other schools and one of them PS 185 has indicated they would like to expand
- Noah Gotbaum: UWS was under-enrolled by 15% in 1st year
  - SA claims this is false
  - Only here because part of charter application process is to show some comm. support for school, not for meaningful input.
- Joe Fiordaliso, CEC3: seconds all comments of YEL members
- Bob: Charter’s original purpose was to develop techniques and teach other schools. Why doesn’t SA do this?
  - SA said purpose of SA was to offer a choice to parents
- Bruce, PS 333 grandparent: great frustration over co-locations. It has gotten worse and no one is listening to public school parent’s concerns
- Christine Annechino, CEC3 Pres: Why hasn’t SA come to CEC3 for input?
 

The issue is not whether SA schools are good schools, the issue is that they create harm for the children in the co-located building, Those schools lose space, they lose \$ thru enrollment changes and they lose services

  - SA will attend a CEC3 meeting in the future



- Laurie Frey, CEC3:D3 has more than their fair share of charters, we don't need or want anymore. Fair student funding – SA gets the full \$14K per student while public school students get just \$7K with the rest going to overhead. Yet charters don't pay rent so the funding is unequal.
- Carlos Ruiz, MLK parent, PA Rep and CCHS rep: no space at MLK, already 6 schools. Co-locations of charters are destructive. Cannot lose high school seats

Resolution that Success Academy not co-locate in any public school building within D3 and to work with the DOE to create a net gain of seats for the district that give priority enrollment to D3 students

Approved: Committee, 6-0-0 Non Comm, 1-0-1

### **Education Construction Fund proposal to develop sites of PS 199 or PS 191**

Eric Shuffler gave update on the project from his own discussions with ECF as PA Pres of 199 and from CEC meeting attended by ECF

- First and most importantly, no decisions have been made regarding anything and the demolition of PS199 or 191 is not imminent unlike some recent media stories very beginning stages of that process.
- Twelve developers have submitted ideas/expressed interest in the redevelopment of PS199 into a school/residential tower (developer tears down the school and rebuilds a brand new school as part of a residential tower).
- ECF will now review those proposals and ask follow up questions of the developers over the next few months. Should any of these proposals seem viable, the ECF will then start an extensive conversation with school community.
- At CEC, ECF indicated that any conversation about this possibility begins with the identification of a suitable relocation facility in our catchment and that our school will be kept intact (they would not move k-2 one place and 3,4,5 somewhere else).
- ECF has also said at CEC3 meeting that any project would go through ULURP
- The ECF has indicated that the process of discussing and deciding to do this is extensive and that the earliest this could happen would be September, 2015. The ECF recently completed a project on the East Side and that process took five years.

link to a recent article on that project. <http://www.nydailynews.com/life-style/real-estate/residential-towers-soar-old-school-sites-article-1.1251727><<http://www.nydailynews.com/life-style/real-estate/residential-towers-soar-old-school-sites-article-1.1251727>>

Issue for CB7 is ULURP and making sure project goes thru full ULURP process. Mark and elected's have received conflicting reports on whether any, some or all of project is required to go thru ULURP.

Discussion followed:

- Send letter from Mark for full clarification and impress need for ULURP
- Both Mel and Roberta thought that proactive action for community involvement pre-ULURP was important. Once it has gone to ULURP stage, the development is assured and community will not be involved in important decisions before that stage
- Call for a CB 7 task force
- Call for resolution to demand community involvement at this very beginning stage so insure meaningful input into all stages of project and whether it should be considered at all.



Resolution calling for ECF/DOE to work with CB 7 to include community input at every single stage of ECF 199/191 development proposal, from the current application review and decision process to a full ULURP of accepted development plan.

Approved: Comm, 6-0-0, non comm. 3-0-0

### **Beacon site**

In light of the fact that CEC has not yet formed a committee to guide community input on how to use the space the will be vacated by Beacon High School starting Sept 2015, CB 7 will form a Beacon site task force. First meeting will take place no later than March 8<sup>th</sup>. Dept of Portfolio Planning specifically asked for community input both at the May 2012 YEL meeting and at the CEC3 Oct 2012 meeting

- Noah Gotbaum mentioned that the CEC may be able to agree on setting up such a committee at their March 6 business mtg.
- Mark Diller responded that if they could do that, that would be the more logical place for the Committee to sit. If they cannot CB 7 will be ready to convene the task force starting on March 7 as there is not time to waste on this. Meetings would be public and open to all.
- Laurie Frey believed that 402A of the NYS Education Law made the CEC vulnerable in setting up such a committee. Others disagreed and believe her interpretation of the Law is incorrect.

### **BP Goals & Accomplishments**

Each YEL subcommittee will be responsible for their own section of the report. It is brief – one line sentences and should be completed offline asap. Send to Marisa and she will put together as one doc.

Meeting adjourned 9pm

**Present:** Marisa Maack, Isaac Booker, Blanche Lawton, Helen Rosenthal, Eric Shuffler and Stephen Vazquez. **Chair:** Mark N. Diller. **Board Member:** Mel Wymore. **On-Leave:** Paul Fisher. **Absent:** Brian Byrd, DeNora Getachew, Haydee Rosario and Gabriella Rowe.