

BUSINESS & CONSUMER ISSUES COMMITTEE MINUTES

Michele Parker and George Zeppenfeldt-Cestero, Co-Chairpersons

December 13, 2017

Business & Consumer Issues Committee of Community Board 7/Manhattan met at the District Office, 250 West 87th Street. The meeting was called to order at 7:11 pm by Christian Cordova. There was no quorum present. We took a sense of the committee vote.

Committee Members Present: Christian Cordova, Paul Fischer and Seema Reddy. **Non-Committee Members Present:** Andrew Albert.

The following matters were discussed:

New Unenclosed Sidewalk Café Application:

1. **2737 Broadway** (West 105th Street.) New application #15452-2017-ASWC to the Department of Consumer Affairs by Serafina 2735 Corp., d/b/a Serafina, for a four-year consent to operate an unenclosed sidewalk café with 33 tables and 69 seats.

Presenting for the Applicant: Steve Wygoda, Architect and Nick Granato, Owner

- They have 29 Serafinas overall.
- No community complaints
- Sidewalk café plans need to be updated to maintain the 9' clear sidewalk.

*After due deliberation the resolution to **approve** was adopted*

Sense of Committee VOTE: 3-0-0-0. Non-Committee Member: 1-0-0-0.

2. Multi-block street fairs. Publichearing on applications to the Street Activity Permit Office for Multi-block Street Fairs in 2018.

DATE	SPONSOR NAME	LOCATION	PRODUCER
4/15/18	Veritas, Inc.	Bway, West 96 th -102 nd E	Mort & Ray
4/15/18	Duke Ellington Blvd. Neighborhood Association	Bway, West 102 nd -106 th E	Mort & Ray
4/15/18	24th Precinct Community Council	Bway, West 102 nd -106 th E	Mort & Ray
4/29/18	Lincoln Square Neighborhood Center	Col, West 66 th – 72 nd	Clearview Festival
5/06/18	Broadway Mall Center	Bway, West 86 th - 93 rd E	Mort & Ray
5/13/18	Committee for Environmentally Sound Development	Bway, West 60 th -65 th E	Clearview Festival
5/20/18	West Manhattan Chamber of Commerce	Amst, West 77 th –88 th	WMCC
5/27/18	Coalition for a Livable West Side	Bway, West 72 nd -82 nd W	Mort & Ray
5/27/18	Safe Haven West Side Basketball League	Bway, West 82 nd -86 th W	Mort & Ray
6/03/18	Project Open at Lincoln Center Towers	Bway, West 65 th -72 nd W	Mort & Ray
6/03/18	Mitchell-Lama Residents Coalition	Bway, West 65 th -72 nd W	Mort & Ray
6/09/18	Valley Restoration, LDC	Col, West 96 th –106 th	Mardi Gras Festival
6/10/18	West Side Federation of Neighborhood & Block Assoc.	Bway, West 73 rd -82 nd E	Mort & Ray
6/10/18	The Broadway Mall Association	Bway, West 82 nd -86 th E	Mort & Ray
8/19/18	Goddard Riverside	Amst, West 79 th -86 th	Clearview Festival
9/16/18	West Manhattan Chamber of Commerce	Col, West 68 th –86 th	WMCC

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10/14/18	Bloomingdale Area Coalition	Bway, West 96 th – 106 th W	Mort & Ray
10/21/18	NAACP Mid-Manhattan Branch	Bway, West 86 th – 90 th W	Mort & Ray
10/21/18	Symphony Space	Bway, West 90 th – 96 th W	Mort & Ray

BUNDLED APPROVAL:

A. Veritas, Inc.; Duke Ellington Blvd. Neighborhood Association; 24th Precinct Community Council

- Producer: Mort & Ray
- Date: 4/15/18
- Location: Broadway, between W 96th - 106th Streets (East Side of Broadway)

B. Lincoln Square Neighborhood Center

- Producer: Clearview Festival
- Date: 4/29/18
- Location: Columbus Avenue, between West 66th - 72nd Streets

C. Broadway Mall Center

- Producer: Mort & Ray
- Date: 5/6/18
- Location: Broadway, between West 86th - 93rd Streets (East Side of Broadway)

D. Committee for Environmentally Sound Development

- Producer: Clearview Festival
- Date: 5/13/18
- Location: Broadway, between West 60th - 65th Streets (East Side of Broadway)

E. West Manhattan Chamber of Commerce

- Producer: WMCC
- Date: 5/20/18
- Location: Amsterdam Avenue, between West 77th - 88th Streets

F. Coalition for a Livable West Side; Safe Haven West Side Basketball League

- Producer: Mort & Ray
- Date: 5/27/18
- Location: Broadway, between West 72nd – 86th Streets (West Side of Broadway)

G. Project Open at Lincoln Center Towers; Mitchell-Llama Residents Coalition

- Producer: Mort & Ray
- Date: 6/3/18
- Location: Broadway, between West 65th – 72nd Streets (West Side of Broadway)

H. West Side Federation of Neighborhood & Block Assoc.; The Broadway Mall Association

- Producer: Mort & Ray
- Date: 6/10/18
- Location: Broadway, between West 73rd – 86th Streets (East Side of Broadway)

I. Goddard Riverside

- Producer: Clearview Festival
- Date: 8/19/18
- Location: Amsterdam Avenue, between West 79th – 86th Streets

J. West Manhattan Chamber of Commerce

- Producer: WMCC
- Date: 9/16/18
- Location: Columbus Avenue, between West 68th – 86th Streets

K. Bloomingdale Area Coalition

- Producer: Mort & Ray
- Date: 10/14/18
- Location: Broadway, between West 96th – 106th Streets (West Side of Broadway)

L. NAACP Mid-Manhattan Branch; Symphony Space

- Producer: Mort & Ray
- Date: 10/21/18.
- Location: Broadway, between West 86th – 96th Streets (West Side of Broadway)

*After due deliberation the resolution to **approve** was adopted*

Sense of Committee VOTE: 3-0-0-0. Non-Committee Member: 1-0-0-0.

M. Valley Restoration, LDC

- Producer: Mardi Gras Festival
- Date: 6/9/18
- Location: Columbus Avenue, between West 96th – 106th Streets
- The producer did not show up.

*After due deliberation the resolution to **disapprove** was adopted*

Sense of Committee VOTE: 3-0-0-0. Non-Committee Member: 1-0-0-0.

The meeting ended at 7:25 pm.

COMMUNITY BOARD 7/MANHATTAN

Full Board Meeting Minutes

December 5, 2017

Community Board 7/Manhattan's Full Board met on Tuesday, December 5, 2017, at Fordham University, 113 West 60 Street (Columbus Avenue) in the District. Chair Roberta Semer called the meeting to order at 6:36 pm after the Secretary confirmed the existence of a quorum.

The following matters were discussed and actions taken:

Minutes from the November 8, 2017, Full Board meeting were **approved**.

VOTE: 25-0-0-0

Chair's Report: Roberta Semer:

- Applications for appointment to CB7 are available online on the Manhattan Borough President's Office website.
- The Housing, Health & Human Services, Steering and Youth, Education & Libraries Committees will not meet this month.
- Many thanks to the representatives of elected officials present at the meeting who, due to the anticipated length of the discussion and testimony in connection with the Business Session of tonight's meeting, have declined to speak in the Community Session, but remained available during the meeting for questions and consultations, including:
 - Diana Howard for Gale A. Brewer, Manhattan Borough President
 - Michael Stinson for Scott M. Stringer, Comptroller
 - Marisa Maack for Council Member Helen Rosenthal (6th District)
 - Erik Cuello for Council Member Mark Levine (7th District)
 - Sean Coughlin for Council Member Corey Johnson (3rd District)
 - Gus Ipsen for Assembly Member Linda B. Rosenthal (67th District)
 - Chris Chu for Assembly Member Daniel J. O'Donnell (69th District)
 - Alek Miletic for Assembly Member Richard N. Gottfried (75th District)
 - Tara Klein for State Senator Brad Hoylman (27th District)
 - Elie Peltz for U.S. Representative Jerrold Nadler (10th District)
 - David Baily for U.S. Representative Adriano Espaillat (13th District)

Community Session:

Colman O'Reilly

- Street recycling cans are not being emptied often enough and are frequently overflowing. More frequent collections are needed, especially on weekends.

Ydarian Castillo

- Representing the Civilian Complaint Review Board, which is charged with investigating allegations of improper behavior and excessive uses of force by the NYPD.
- To file a complaint, call 311 or visit the CCRB office in person.

Sheila Kendrick & Holly Rothkopf

- Concern for the supertall building proposed for West 65th-66th Streets on a through-the-block lot between Central Park West and Columbus Avenue.
- The proposed tower, shrouded in secrecy, will be even taller than the one proposed at 200 Amsterdam Avenue whose height prompted a zoning challenge and significant public demonstrations.
- Pleased that Council Member Helen Rosenthal has been vocally in opposition to such development.

Cary Goodman

- 16th time appearing at CB7 to request a community-wide hearing on the American Museum of Natural History's proposed expansion that would occupy land currently used as part of Theodore Roosevelt Park.
- Mitchell Silver, Commissioner of the Department of Parks and Recreation (DPR), on December 4th signed off on the AMNH application, clearing the way for the project to proceed.
- Q: Why hasn't CB7 convened such a hearing?
- A: Due to the nature of the application and the proposed expansion, AMNH's application did not trigger the Uniform Land Use Review Procedure (ULURP) which calls for community board review and input.
A: CB7 did hold a public hearing on the sole portion of the application that was subject to community board comment – the application for approval by the Landmarks Preservation Commission of the exterior design of the proposed new building. That hearing was well attended, and the relevant committees heard hours of testimony.
- A: CB7 also offered lengthy, detailed testimony at the public hearing held by the DPR on the proposed scope of the environmental impact statement (EIS) being prepared as part of AMNH's application to DPR, citing various aspects of the scope of the EIS that should be revised, expanded or reconsidered, and followed up with a written submission outlining those concerns.
- A: CB7 also offered detailed testimony at a DPR public hearing on the Draft EIS, again citing specific concerns with the methodology and results of the environmental review as well as the conclusions and proposed mitigations set forth in the DEIS.
- A: CB7 has thus gone beyond the scope of its purview over the applications actually made in connection with the proposed expansion. Given the way in which the applications were made, there were no other opportunities for CB7 to provide input on the project.

Business Session:

LAND USE COMMITTEE joint with HEALTH & HUMAN SERVICES, HOUSING and TRANSPORTATION COMMITTEES

Richard Asche and Page Cowley, Co-Chairpersons

Resolution Re:

1. West 108th Street – proposed WSFSSH Development. Application #C180112ZMM and #C180114HAM to the Department of Housing Preservation & Development by West Side Federation for Senior and Supportive Housing for:
 - A. the disposition of property located at 103-107, 137-143, and 151-159 West 108th Street to facilitate the development of affordable housing and community facility space to replace three City-owned lots currently used for private off-street parking garages plus the lot currently owned by WSFSSH and occupied by Valley Lodge, a WSFSSH senior transitional shelter; and

- B. a change in the zoning from R8B to R8A, with the excess floor area under R8A to be forfeited and prevented from transfer or use by any other user or on any other site.

Presentation by Richard Asche:

- The details of the project have been fully explained at the October 30 and November 20 public sessions conducted by the joint committees, as well as two well-attended preliminary sessions conducted pre-certification in 2016.

Community Comment:

Cynthia Stuart - Supportive Housing Network of New York

- There is a substantial need for additional supportive housing. There are over 60,000 who will sleep in City shelters tonight, with one-third of them over age 55.
- The Supportive Housing Network includes 200 not-for-profit groups, among whom WSFSSH is beloved.
- Proud to support WSFSSH, which is the founder of the supportive housing model and has a 40-year reputation of setting an enviable standard of occupying the moral high ground.

Margaret Lew

- Long-time neighbor of the garages, needs a car for work.
- Losing the garages will create stress for all who use them, whether affluent or rent regulated.
- Cars are anachronistic, and not the future. Fewer young people own cars.
- Supports the project – "this is the future of diversity."

Nathan Gebert – neighbor at 138 West 109 (directly behind Valley Lodge)

- Will lose sunlight and air. Will be inconvenienced by loss of parking.
- Supports project. "If I have to give up convenience to support affordable housing, I am glad to do so."

Judy Winters

- Car needed for daughter and out of town relatives. Without the car, cannot live in the neighborhood.
- Searching for on-street parking is too onerous now, and will be worse once the garages are eliminated.
- Please find an alternative site for the senior affordable housing somewhere else in the area.

Meryl Zegarck – Save Manhattan Valley

- Questions whether CB7 would support such a proposal if the affordable housing were proposed to be built in Riverside Park.
- People in Manhattan Valley depend on cars to get to jobs and to care for aging relatives.
- This project is a band-aid and not a real solution to the need for affordable housing, and one that will have long term negative effects on the community.

Gaynor Ellis - Valley Lodge resident.

- Supports WSFSSH - People would be lost without WSFSSH.
- Moved to New York from Pittsburgh without a home – WSFSSH was there for me.

- Asked WSFSSH residents attending the meeting to stand - over 20 in the audience stood to be recognized.

Evangeline Caliendo

- Agrees with those supporting WSFSSH.

Brigid Moynahan

- Most supportive housing in this District is located above West 96th Street.
- Supporting housing is often located in areas that are emerging or struggling to maintain their character.
- Manhattan Valley is already diverse, and is experiencing a rebirth and emergence as a community. The garages are an important amenity to the community as it has evolved. Manhattan Valley should lose our garages.

Linda Prudhomme

- Following the discussion at the last hearing, all 3 garages are now proposed to be part of the same project at the same time.
- Quoting from a scholarly article cited in the study (Environmental Impact Statement) – multiple demolitions may significantly increase children's exposure to lead, which is known to be present on these sites.
- Article is available at www.sciencedirect.com

Ellen Amstutz – DOROT

- DOROT facilitates services to seniors and others who serve vulnerable populations.
- Grateful to WSFSSH, an excellent community partner, for providing transport for seniors to/from programs.
- WSFSSH assists ordinary New Yorkers who are seniors and have fallen on hard times. Many WSFSSH clients had full work careers and responsible jobs. It is far too easy to fall victim to hard times – the loss of a partner, a serious illness, or the loss of affordable housing can spell the end for far too many.

Dan Zweig and Judy Toby

- The subway is the most important means of transit, but it is not ADA accessible and does not serve all areas equally.
- For many for whom mass transit is not available, automobiles are essential.
- Logic dictates that those with cars must park. Parking is a crucial part of infrastructure for those who needs cars.
- Garages are irreplaceable. They cannot be brought back, both due to their cost and to zoning and other regulations.
- If the garages are lost, it will have an impact on anyone who needs a car for work.
- It would be the equivalent to losing a subway station.
- This project should not go ahead unless parking alternatives are solved that meet current residents' needs.
- At the least, CB7 must push for specific parking alternatives in its resolution.

David Dubin – neighbor

- When it comes to the garages – it is "people vs people," not "parking vs people." The language is important.
- Eliminating the garages will be the same as evicting people who need cars for work or their families and are displaced from the garages.
- The EIS provides misinformation about the availability of parking in the area – studies show that there is insufficient available parking to meet the needs of those parking in the garages.

Joe Russiello – parks a car in the garages.

- The garages are used to store community vehicles, including the ambulances used for the Central Park Medical Unit, and vehicles used by Goddard-Riverside for its programming.
- The proposed Zoning change will have consequences and set a precedent. Developers are already attempting to assemble whole blocks in this area to build new, bigger buildings whose units will not be affordable.

Micki Navarro – Director of Red Oak, a WSFSSH residence and 2 senior centers (with time ceded by Candy Acuna)

- The proposed project is beneficial to and important for this community.
- WSFSSH is the only organization attempting to replace the affordable housing being lost every day.
- Approximately 45 people per week come to Red Oak seeking affordable housing. There are thousands on the waiting lists. They include veterans with no place to live; seniors who go without food to meet the rent.
- Seniors need the dignity of living conditions WSFSSH provides, such as private kitchens and baths.

Tali Etra

- The community has already lost parking to bike lanes, Citibike stations, and postal vehicles.
- Adding 700 displaced cars to search for on-street parking will make parking on the street impossible.
- Please find us solutions.

Elizabeth Kellner

- Eliminating all three garages will displace 700 cars all at once. The results will be inconsistent with pedestrian safety initiatives, as increased traffic searching for on-street parking will create unsafe conditions.
- Applaud WSFSSH as a mission-driven not-for-profit.
- The gripe is not with WSFSSH but with the Mayoral agencies who used WSFSSH to push to eliminate the garages. The original concept favored by WSFSSH was much more modest, and it was the influence of HPD and other agencies that sought to expand the height and scope of the project.
- Resents that the Mayor lacks the guts to make this proposal himself, but rather uses WSFSSH to front for his initiatives.

Siobhan Dolan

- Applauds WSFSSH as a service provider.
- This project is anomalous. Typically, supportive housing is built on vacant lots or as renovations to dilapidated buildings.

- Concerned about toxins –the EIS reveals that there are underground storage tanks beneath the garages that contained leaded gas, and that leached toxins into the soil.
- Concerned that children exposed to lead and other toxins will have profound developmental and health issues, as will adults, especially pregnant women.

- Ned Wilson - Save Manhattan Valley
- Neighbor for 40 years.
- Struck by comment that garages are an essential service for some of us.
- Removing the garage is like evicting me –car is needed for livelihood.

Rita Scott – tenant of WSFSSH

- Became homeless after caring for his mother.
- Now resides in WSFSSH's Cole House SRO – shares a kitchen and bathroom.
- Support the project and WSFSSH and their successes.

Peter Smith - Neighbor

- As a musician, must bring equipment to gigs, which requires a car.
- Affordable garages are very rare – only 1 other affordable garage within 10 blocks.
- All others are at least \$100 more per month.
- Respects the need for affordable housing and WSFSSH's mission.
- Plan should include a means of replacing the affordable garages.
- Employees at the garages will be displaced as well.

Armin Radonicic

- City deck is stacked against drivers and their cars. Bike lanes and Citibike are prioritized over driving.
- Needs a car for a job not served by transit and still has an hour-long commute.
- Circling the block looking for on-street parking is dangerous.
- Will need to move from the area - as 800 displaced cars circling is unacceptable and dangerous.

Stanley Reissman – neighbor

- Started using the garage after wife was assaulted over an on-street parking space.
- Should not take resources away from our neighbors who depend on them.

Adriana Cipullo

- Closing garages will be inconvenience, and possibly deadly.
- Son has liver cancer and pulmonary issues – his caregivers need access to parking to provide treatment.
- Caregivers circling for on-street parking is unsupportable; project is inhumane.

Emmaia Gelman – neighboring homeowner

- Supports senior housing – this neighborhood is protected against gentrification by affordable housing.
- As rent increase, we must not allow our elderly tenants to be displaced.
- Disappointed in neighbors who are concerned with parking. The Project will not mean a “loss” of parking – just that it will mean paying more for parking. If the return is diversity thanks to affordable senior housing, that is a bargain worth making, and we should advocate for

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community members who need this support.

Dan Cohen – Friends of Anibal Aviles Playground

- Circumstances have changed since these garages were last proposed as the site for new development. Was on CB7 at that time, when the proposal was to replace the garages with market rate housing.
- The Playground will benefit from this project, thanks to a bathroom and storage area.
- Even without the rest room, this playground is on the upswing. It was not that long ago that the playgrounds was a needle park that attracted drug dealers.

Eileen Weiss

- Read DEIS – horrendous – this project will destroy the local environment, create shadows, and decimate local businesses.
- Highest percent of supportive and affordable housing on the Upper West Side (40%) are in Manhattan Valley.
- Parking is a necessary part of infrastructure. Should build affordable housing where it won't ruin the area.
- Should only be permitted to build the project once an alternative for the lost parking is provided.

Lois Uttley

- Senior citizen who needs a car for work.
 - In favor of both senior affordable housing and parking.
 - Should not have to sacrifice one to get the other.
 - Tried to park on the street – often impossible.
 - Forced out of affordable garage by Columbia's expansion in West Harlem.
 - How horrible when hundreds are thrown out onto the street to park.
-
- Richard Rosenblum – New York Gilbert and Sullivan Society
 - Needs a car to commute to upstate businesses.
 - The community really does need affordable housing.
 - Needs of the existing community that relies on the garages should also be weighed in the balance.
 - 700 – 1000 cars (different cars during the day vs overnight) will all be displaced.
 - We all need off-street parking for our businesses.

Albert Bergeret

- Volume of the voices advocating for housing should not influence CB7's vote – must analyze comments.
- Voices of those who live outside the area should not shout down the views of those who live nearby.
- The Project should include assisting owners to find new parking.

Jeannette Toomer

- Original Amsterdam homesteaders who rescued former drug dens which became HDFC co-ops.

- Needs car because health makes the subway no longer an option. Losing the car would threaten income.
- Concerned as an educator that four schools will face damage from demolition.
- Concerned too for impact of toxins on school-aged children.
- Despite protests – no agreement to scale down project. Would not treat another community this way.

Tom Power

- Will need to leave the City and fire all the employees because losing the garages means an inability to park a commercial vehicle.
- Problem that needs to be addressed because this project will displace viable businesses that pay taxes.
- Why displace people from this community?

Carl Joseph Scalise

- The Manhattan Valley community is losing affordable housing because a company named “Corso” is converting affordable to market rate housing faster than the affordable housing can be replaced.
- Should be worried about the pollution from the cars circling while looking for parking.
- WSFSSH has a good reputation.

Paul Walsh – Valley Lodge Alumnus

- Lives in a WSFSSH building. Everyone has a basic right to affordable housing.

Willow Stetzer - Neighbor

- Supports the project. Drawn to and values the diversity (economic, age-based etc.).
- Concerned about the effect on neighbors of rent increases, which can displace tenants vs parkers.

Sylvan Feldstein

- Maintained a car in the garages since the 1970s. Used to ride bike over the George Washington Bridge to work; Now needs a car.
- Supports social programs in the neighborhood.
- The project presents a conflict between a necessary community facility vs a needed social program.
- Such conflict obligates all to come up with a balanced solution. Consider all points of view and create both housing and parking.

John Weiler – West 110th Street neighbor

- Supports WSFSSH
- Appreciates civility of this dialogue among neighbors.
- Neighborhood was not always so safe – rescuing the affordable housing in the area contributes to its safety.

- Wants a mixed-income, welcoming, diverse neighborhood that lives up to the moral responsibility to care for those struggling to get by.

Irmela Florig-Rowland – Save Manhattan Valley

- Disabled, wheelchair-bound husband. Car and parking is important for even a semblance of a normal life.
- Does not want to be “warehoused” out of town in an institution.
- Public transit is not an option for the disabled – the New York Times recently recognized this challenge.
- Street parking has been lost for years to bike lanes and Citibike stations.
- Events crowd the neighborhood. Film crews descend like locusts on area parking spaces, and pollute the air.

CB7 Comments:

- George Zeppenfeldt-Cestero
- This is certainly a dilemma. The City needs affordable housing, but empathizes with those who need cars for work or medical issues.
- Should explore changing on-street parking to perpendicular (or head-in) parking in the area. This approach works in Washington Heights, and increases the capacity for on-street parking.

Paul Fischer

- A car is more than just transportation. It means family vacations and caring for relatives.
- The garages should stay. It is unfair to demonize drivers.
- Adding hundreds of parkers to circle the street is a bad idea.
- Not against affordable housing. It is easier to throw auto owners under the bus than stand up to greedy developers.

Melissa Rosenberg

- Supports the project. We need affordable housing, and there is nothing scarcer than land.

Madge Rosenberg

- Keeping a car is expensive. Rather than be displaced, car owners should consider renting - might be a savings.
- Keeping a car is an emotional rather than practical issue at times.

Audrey Isaacs

- There are over 60,000 people in shelters every night – we need affordable housing.
- Gentrification is a problem in this neighborhood.
- One landlord has bought 100 buildings in Manhattan Valley, displacing low-income tenants (some via harassment).
- Left unchecked, homelessness will increase in Manhattan Valley.
- Heart goes out to the people being displaced from parking – we need to go further to help them find alternatives.
- Must develop the entire site without delay – cannot take the risk that a new Mayoral administration in 2021 will view the second phase of this project as less of a priority.

Ken Coughlin

- Comes down to what the market can address. The housing market is not poised to address affordable housing as it requires subsidies and a lower return on investment. In contrast, the market can address parking.
- The project is not taking away parking, but rather is taking away a really good deal – a space in one of these garages is about 2/3 the cost of a space elsewhere in our District.
- The Nelson Nygaard Study found 3,100 parking spaces in the study area, with more being built. They may not be the same bargain, but the capacity will exist
- Car ownership skews to the affluent: the 2000 Census found that those who owned cars had average incomes of approximately 105,000 vs non-car owners at 51,000.

Robert Espier

- Encouraged that community has reached a point of social evolution – we need to honor the social imperative to get people off the streets.
- Affordable housing is the only front-burner choice.
- This project also is an opportunity to redouble our efforts on Vision Zero to address parking. Need to address perimeter parking opportunities.
- Transportation for the disabled is essential – need to address as an alternative to cars.
- Not just a plateau, but an opportunity to expand our efforts for safety and transportation.

Madelyn Innocent

- NYCHA is forcing residents to leave their community for distant places.
- We need to find placements for seniors who need supportive housing.
- Most of the seniors in Douglass Houses have had jobs, careers and professions.
- Seniors need a secure place within their own community in the last years of their lives.
- Douglass Houses residents are family, and will support this project.

Rich Robbins

- This Project will make parking more difficult, but given a choice between a home and a car, we must provide a home.

Page Cowley

- Despite numerous meetings and community input, this Project doesn't represent the neighborhood any more.
- 1,080 people will be affected between the parkers and the potential new residents.
- The Project requires "breaking" the re-zoning that CB7 fought to achieve. CB7 worked to downzone this area.
- Insupportable that this question should pit one interest against another. Solution must be out there.
- Stuck in the mud with this project.
- Need to accommodate cars a ways into the future, even if not a long-term solution.
- Proposal is to accept the draft resolution, but conditioned on HPD requiring that at least half the number of cars in the garages be accommodated off-site or in some other specific way.
- While the heart sides with housing, parking is key to a sustainable community.
- This need will change rapidly in the next five years.
- Approve what we can, but send HPD back to approve the program on the site now.

Mark Diller

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- This project presents a hard choice between two elements of infrastructure, each of which on its own is a social good. Both affordable housing and parking are assets in this community.
- A disproportionate share of affordable and supportive housing options as well as homeless shelters and related services are located north of West 90th street, either in Manhattan Valley or the far West 90s.
- The loss of parking in this neighborhood is a different consideration than in other portions of CB7's District, and that loss is not taken lightly. The demographics of Manhattan Valley and the need of residents in the immediate area for affordable parking to meet transportation needs for work and family obligations is significant. Our resolution appropriately reflects those competing needs, and even though the need for affordable housing outweighs the need for affordable parking, both are important and the choice between them is not an easy one.
- In addition, it is essential that the disruption both to the school and residential community be mitigated by a robust and empowered community advisory group to be convened by CB7, charged with well-defined criteria and expectations, ideally in writing, to guide the construction advisory group to ensure that key testing and instruction periods at MS 54, and the legitimate needs of residential neighbors to peace and quiet particularly on weekends, be enforceable expectations. It is important that our resolution calls on WSFSSH not to seek After Hours Variances, especially on weekends except in the case of bona fide emergencies and the need to address dangerous conditions such as exposed toxins or open excavations.
- It is the case that it is inappropriate to up-zone an area less than 10 years after winning a down-zoning of the same area. The extreme and sui generis need and solution presented by the Project is not a template for any other proposal, and the granting of a severely limited increase in FAR through up-zoning is not to be seen as a precedent to justify similar up-zoning efforts elsewhere in the area that is the subject of the down-zoning a decade ago.
- On balance will vote to support the Project, but it truly is a competition among several positive social goods only one of which can be built and accommodated on this site.
- Nonetheless favors affordable housing.
- However, deeply concerned to have learned only after the public hearings that the project will use non-union labor, and will not pay prevailing wages.
- We must ensure the use of union labor; it is the surest means to (a) require that prevailing wages and benefits be paid to all workers, (b) that best practices for worker and job-site safety will be followed, and (c) that training and outreach for employment both on the construction site and the completed facility will be available to the residents of the immediate area.
- Will offer an amendment to condition CB7's approval on these three protections.

Christian Cordova

- This project should not be built with non-union labor or without paying prevailing wages.
- The Project should also be conditioned upon WSFSSH and HPD facilitating replacement parking for those displaced. We must facilitate finding parking

Andrew Albert

- CB7 is at our best when we accommodate everyone's needs. We should not fall into the trap of favoring one use or user vs another use or user. Should accommodate all uses and users as best we can.

- At a minimum, per Audrey Isaacs' concern, we should call on HPD to transfer ownership of the entire set of parcels to WSFSSH at one time, to prevent another Mayor to make a different decision and use this land differently.
- In that way, WSFSSH would own the land, but one of the garages would remain in service and accommodate their needs for up to 5 more years, and create a viable transition.
- While mass transit is the best solution, it is the case that mass transit doesn't work for everyone. We need to make allowances without pitting one neighbor against another.

Howard Yaruss

- CB7 is not in the position of denying the value to the community of either parking or housing.
- The question is the cost. If people can pay, they will find both housing and parking.
- The core question is what do we subsidize - parking or housing? The current use of the City-owned land on these sites subsidizes parking at rates below what comparable garages charge.
- Our City has finite, limited resources.
- The choice before us is to use resources to house seniors or store cars – the answer is clear.

Blanche Lawton

- Resolution "urges" WSFSSH or HPD to facilitate locating alternative parking. "Urge" is too limp.
- WSFSSH's expertise is not in parking.
- Storing cars is essential to those who have need of them.
- Co-chair: Urge was used because the consensus at the last hearing was for a strong statement. This will be a major political football – this issue will not go away. Open to amending to recognize replacement parking as a City responsibility.

Jay Adolf

- Distressing that the issue is presented as either-or between affordable housing and those neighbors and community members who have legitimate concerns about the being inconvenienced and even threatened by the loss of parking.
 - Should not be a choice.
 - Did anyone consider requiring WSFSSH or HPD to include garage space on-site in the proposal?
 - Structure could encompass both affordable housing and parking. Could accommodate both concerns.
 - A: Co-chair: In prior meetings, the committees asked about accommodating parking as part of the project. The first answer was to research the issue and do fact finding. There was a belief that the site could include stackable below-grade parking spaces. The answer was that using that space for parking would reduce the maximum development potential for affordable housing.
 - Propose an amendment that would make approval contingent or conditioned on WSFSSH and HPD coming back with a proposal that either incorporates substantially enough parking to address those displaced on-site or at a specific site and with a doable plan that will provide equivalent parking, and that CB7 not approve this proposal unless and until that plan is provided.
- A: Roberta: CB7 can only vote tonight during the ULURP period. Must vote tonight.

Susan Schwartz

- Agree with those who seek to accommodate both needs, including parking for those who need cars for work or family commitments.

- Totally in favor of affordable housing.
- Should not be an either/or proposition.
- Extra cars circling blocks for scarce on-street parking is wrenching, especially given losses to parking from this project, the AMNH expansion, and the renovation of the Boat Basin Rotunda.

Ira Mitchnick

- Disclosing work with WSFSSH – recusing as ineligible to vote.
- Calling on WSFSSH to explain the trade-offs it experienced regarding parking.

Co-chair Richard Asche: It would be useful if WSFSSH could explain results of its exploration for parking alternatives.

Paul Freitag – Executive Director - WSFSSH

- There is a long history of studying parking on this site. WSFSSH is not at all opposed to parking. Would love to have had a win-win solution.
- Consulted the parking studies prepared by Nelson Nygaard in March 2016 and June 2016.
- The project engineers also performed extensive borings and geotechnical studies on the proposed site to determine if excavating to create sub-surface parking were viable.
- The answer is that at these sites, the bedrock is very close to the surface, and blasting rock is difficult.
- Putting garages under the building would be very expensive, and indeed cost-prohibitive.
- If replacement parking were built on-site as part of the project, the pass-through cost to parkers would be huge – more than double current rates.
- Based on explorations with Nelson Nygaard and Phillip Habib, it would be possible to create only 186 spaces under the Western Building.
- WSFSSH wants to include an affordable health clinic to benefit the community, as well as space for an ambulance for the Central Park Medical Unit volunteers. Building replacement parking on-site would eliminate most of that, and that once built the replacement parking would not be economical.
- The plan to wait 5 years before building the eastern site/phase 2 was to accommodate the parkers and provide a transition period. The original WSFSSH proposal was to build both sites at the same time.

Blanche Lawton

- Should explore “sliver parking” – open-air parking that would avoid the need to bore into bedrock.
- A (WSFSSH): Looking for parking solutions that would create over 100 spots to make a dent into the displaced parkers.

Jay Adolf

- If the cause of the expense is the excavation, why not add parking as the first 3 stories of the building and start building the residential and community facility spaces above that – even if it results in a taller building.
- A (WSFSSH): Did not consider.
- A (Bill Stein): The impact on the street frontage of the building of including parking at the lower 3 floors would be a design limitation, and would also be expensive because WSFSSH would need

to build the residential units above and provide residential access to the ground through or around or between the parking levels.

- A (Philip Habib – Rabel Greenberg): The DEIS included a parking analysis. Of the 675 vehicles stored in the 3 garages, only 10% were used daily, the rest are in longer-term storage.
- A: CEQR does not deem that an impact.

Richard Asche

- Could have considered building a bigger garage on the eastern site and building the affordable housing in a taller building on the western site.

Peter Samton

- Should explore automated or mechanical parking, which occupies a much smaller footprint.

Isaac Booker

- The community needs an alternative to account for the loss of parking.

George Zeppenfeldt-Cestero

- Should explore means to subsidize parking for those who are displaced as the loss of parking will have a profound impact.
- A (WSFSSH): Would need to discuss with elected how to do this. There are no existing affordable parking programs with defined procedures and criteria to guide such an inquiry.

Ira Mitchnick

- As an MS 54 parent, cognizant of the potential for health issues.
- There are a whole bunch of equities weighed in this analysis, and the project accounts for them.
- With the rezoning to R8A, the maximum height is 120 feet. There is a limit to the amount of floors of parking that could be added to the building. As a result, adding parking costs housing units.

Peter Samton

- Not convinced that parking has been adequately studied.
- Should investigate angled on-street parking.
- While building in the Anibal Aviles Playground is not on the table, it could be an option to put parking below the playground, especially given the slope of the street.
- Need further studies before could be convinced that losing parking is necessary.
- Community spoke strongly about need for parking.

Su Robotti

- Struck by the idea that we are not accommodating future transportation needs and options in our analysis of this project. But replacing existing parking spaces is not the place to start.
- Struck by the statistic from the project engineer that only 10% of the cars in the garages are used daily. The rest are long-term storage.
- Completely sympathetic to those who are disabled or need a car for work. It is difficult to envision a solution that meets their needs without being open to the general public, requiring replacement of many more units than those who use their cars regularly and for work or critical needs. Building lots of parking so that only a handful who really need it are not displaced is not the right way to go.

- City needs to find a better way to identify those with real need for parking and find a way to address those specific needs.
- Car rental and even Uber can be less expensive than car ownership and garage space.

Meisha Hunter-Burkett

- Lives in Manhattan Valley.
- Agrees that this is not a cars-vs-affordable housing debate.
- Sensitive to the affordable housing issue. There are homeless seniors on the street every day. Very painful issue that must be addressed.
- As a child, was brought to the palliative care ward for seniors because no one would visit them.
- Neighbors equally involved in the need for affordable parking for working people.
- Feel strongly that more effort needs to be made to accommodate parking.
- Adding effort to further studies for parking options – both garages and on-street possibilities.

Richard Asche

- Resolution has 5 parts. Items 1-4 concern the zoning approvals needed; item 5 urges the City to expedite the transfer of the eastern phase 2 site to WSFSSH immediately rather than wait 5 years.
- This project presents one of the hardest decisions before CB7 since joining the community board.
- This is not just a parking vs affordable housing issue.
- Taking away parking will have a real impact on the lives of people in the community.
- The original idea was that the Eastern site would remain a garage and the Western site would be enlarged to make up the difference in housing units
- Suggests that the eastern phase 2 site not be developed for 5 years to lessen the immediate impact of the project.

Audrey Isaac

- At the November 20th public hearing, HPD said that ownership of the eastern site would not be transferred until WSFSSH were ready to start construction, and that a delay in construction would mean a delay in transfer of ownership.
- This presents the concern that a significant portion of the project could be lost if a subsequent Administration changes the decision to build these affordable supportive units.

Kevin Parris – HPD

- Plan is to have affordable housing on both sites.
- Considered as one project, but separate Land Disposition Agreements would be required for – ownership of each site would be transferred only when that site is ready to be built.
- HPD and the City could not use the land for any other purpose once the ULURP was concluded and the application approved. HPD would have to come back and start a whole new ULURP if a later Mayor wanted to pursue another plan for these sites.

Robert Espier

- Regardless of approvals, this is a political issue.
- Should borrow from real estate practice and include in our resolution a non-assignment clause that would protect the integrity of the project and prevent WSFSSH and the City from changing

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the Project.

Jay Adolf

- MOTION to amend the resolution to condition approval on WSFSSH and the City submitting a revised proposal that includes an alternative on-site parking plan with spaces equivalent to the existing parking or alternative off-site parking at a specific and identified location which provides parking equivalent to the number of spaces being displaced.

Discussion on the Motion:

George Zeppenfeldt-Cestero

- Revise the proposed amendment to include that the alternative parking spaces to be provided be “affordable” – comparable to existing rates at the current garages.
- A: (Jay Adolf) – Concern that pricing is a can of worms – not accepted as a friendly amendment.

Shelly Fine

- Disclosure as the Chair of the Board of WSFSSH – ineligible to vote on the resolution.
- Making providing replacement parking a condition of the project – with all possible respect for the displaced parkers and the community – is unthinkable. Parking is not within the expertise of WSFSSH or HPD.
- We cannot burden WSFSSH or the City with this as a condition.
- Should be precatory – such as a call on all concerned to do everything in their ability to create replacement parking. But it must not be a condition.

Richard Asche

- The intention behind the motion is good.
- But if the condition were included, and replacement affordable parking were mandated, it would force WSFSSH to build an affordable garage that would be expensive.
- And there are no criteria to determine how to decide who gets the subsidized parking. This would require a significant deviation from market economics.
- Should not be a condition of building affordable housing.

Audrey Isaacs

- WSFSSH is in the supportive housing business, not parking.
- The amendment is inappropriate.

Ken Coughlin

- Money spent building a garage is less money for affordable housing.
- The facts showed that 90% of spaces in the current garages are used for long-term storage for cars. If the garages are demolished, some car owners will decide to let go of their cars. Availability of parking encourages car ownership. Lower car ownership is a good thing for the community.

Howard Yaruss

- Q: If WSFSSH had to replicate the garage – could the project go forward.

- A: (WSFSSH) The funding available to build affordable housing is not available for parking. Funding the construction of parking facilities has to be from the commercial/private market.

After deliberation, the motion to amend the resolution to condition approval on WSFSSH and the City providing an equivalent number of spaces on-site or at a specific and identified alternate site was **not adopted**.

- VOTE: 8-23-1-3.
- Mark Diller
- MOTION to amend the resolution to condition CB7's approval on the use of union labor or to provide the equivalent benefits of union labor, namely (a) the payment of prevailing wages to the workers; (b) the use of best practices for worker safety; and (c) providing training and outreach to ensure residents of the immediately surrounding community are afforded the opportunity to be hired to work at the construction site and at the completed facility.

Paul Freitag (WSFSSH)

- This project does not have a prevailing wage stipulation.
- Public funding sources do not require prevailing wage.
- As for the issues of local hiring and site safety, WSFSSH prides itself on local hiring, both in construction and for permanent staff. And WSFSSH would readily agree to adopt site safety protocols equivalent to union procedures. The only issue on which WSFSSH cannot meet the amendment is with respect to payment of the prevailing wage.

Christian Cordova

- The public funding sources do not require prevailing wages be paid, but they also do not prohibit prevailing wages.

Kevin Parris - HPD

- Because funding is from finite sources, if prevailing wages are not required, the City would not pay prevailing wages..

Rich Robbins

- Q: Would implementing the proposed amendment make the project unfeasible?
- A (HPD): Paying a prevailing wage would increase the cost of the project by 25-30% - City would need to put in millions more in funding.

Theresa Cassano - HPD

- Increasing the financing to pay prevailing wages would involve a significant increase above the term sheet limits. Paying prevailing wages would put the project in serious jeopardy.
- An additional \$20MM would be required.

Mark Diller

- The \$20MM figure demonstrates the amount that the workers would be underpaid relative to the free market.
- As a matter of policy, CB7 should insist that the negotiated prevailing wage be paid. Otherwise, every funder or lender would be the sole determinant of whether the prevailing wage is paid. The prevailing wage is negotiated between big developers and big labor – two evenly matched

groups that produce a wage that sets the market.

Melissa Rosenberg

- Not paying prevailing wage doesn't mean cheating the workers.

Howard Yaruss

- Supports the other two elements of the proposal, requiring local hiring and best practices for safety.

After deliberation, the motion to amend the resolution to require the (a) the payment of prevailing wages; (b) training and local hiring; and (c) use of best practices for site and worker safety was **not adopted**.

- VOTE 6-20-7-3.

Richard Asche

- Accepting as a friendly amendments the requirement that the project use best practices for site and worker safety and for training and local hiring. Mark Diller to provide draft language for the chairs' review.
- Accepting as a friendly amendment the addition of simultaneous transfer of both the eastern and western sites as an alternative to phased transfer of ownership.

After deliberation, the resolution to approve the following actions in connection with the project was adopted.

1. Proposed rezoning and remapping of the WSFSSH sites from R8B to R8A.

VOTE: 28-0-4-3.

2. Designation of the area comprising the WSFSSH sites as an Urban Development Action Area.

VOTE: 28-0-4-3.

3. Application to Amendment Appendix F of the Zoning Resolution to designate the WSHFSSH sites as a Mandatory Affordable Housing Area.

VOTE: 28-0-4-3.

4. Disposition of the sites described in the resolution to WSFSSH, provided, however, that the building has the height, bulk and massing described in the resolution and in the application for rezoning; that the use of the property be limited to the purposes described in the application; that in no event shall the building be used for private housing or commercial purposes other than as described in the application, and that the restrictions set forth in the application run with the land.

VOTE: 28-0-4-3.

5. **Urge HPD to expedite disposition and commencement of construction of the Eastern Site without waiting five years, as proposed in order to allow for the construction of 81 units of affordable senior housing without unnecessary delay.**

VOTE: 21-6-4-3.

TRANSPORTATION COMMITTEE

Andrew Albert and Howard Yaruss, Co-Chairpersons

Resolutions Re:

2. Proposed Bike Lane on West 110th Street

WITHDRAWN

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

VOTE: 20-5-1-0.

3. Request for DOT to conduct a Broadway traffic study. Request that the Department of Transportation (DoT) undertake a comprehensive traffic and pedestrian study of Broadway from West 59 to West 110th Street.

Presentation by Howard Yaruss:

- Resolution to ask the DoT take a comprehensive look at Broadway.
- Broadway has been the same for decades, virtually without any significant global analysis.
- Broadway is statistically the least safe corridor in our community – there have been hundreds of injuries over recent years.

Public Comment:

Melodie Bryant

- As a cyclist and a pedestrian, we should consider making Broadway a “complete street.”
- Broadway is a busy street but not a safe street.
- It is also a terrifying street for cyclists.
- The most efficient way to move people is by bus and subway, and cycling is next in that order.

Reed Ruby

- Concern for the problem of empty storefronts on Broadway.
- Transportation needs require safety analyses.
- We need the study to understand what Broadway can be.

CB7 Comments:

- Concern that the DoT should study the entire District including the impact of bike lanes on entire safety on all avenues.
- It can be perilous to walk in the neighborhood with bikes traveling in every direction, including against traffic.
- Electric bikes are everywhere, and are highly problematic.

- It is urgent that the DoT to look at the entire District, and not just Broadway in isolation.
- While agreeing to the need to study Broadway, we should not pre-ordain the DoT's results by including in the resolution a call for a "complete street," which is a term of art with a defined meaning. Should not limit the scope of DoT's analysis or possible solutions.
- Should let DOT have a blank slate to propose alternatives.
- Broadway, based on data, is the most dangerous corridor in terms of safety for all users.
- Should not dilute DoT's review of Broadway by including the entire District.
- The term "complete street" does not prescribe a particular design – each complete street is responsive to its community.
- A complete street is one that can accommodate all users.
- Should not examine just Broadway as that is not adequate.
- Enforcement must be a part of the investigation.
- Was seriously injured by a bike going the wrong way.
- Studying one more thoroughfares with a bike lane is not adequate.
- MOTION to amend the resolution to call for a study of all north-south avenues within the District.
- Observed the Columbus Avenue bike lane – saw multiple infractions by cyclists, including riding the wrong way and failures to stop or yield to pedestrians.
- Should study all avenues at once.
- Friendly amendment accepted - replace "complete streets" with "streets safe for all users."

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

VOTE: 10-13-2-0.

PRESERVATION COMMITTEE

Jay Adolf and Gabrielle Palitz, Co-Chairpersons

Resolutions Re:

4. **51 West 81st Street** (Columbus Avenue.) Application to the Landmarks Preservation Commission for a master plan for window replacement.

Presentation by Jay Adolf:

- Proposal for a window master plan.
- Applicant previously sought to replace non-historic windows in kind.
- Committee proposed changes. Applicant agreed to come back, but never did.
- Disapproval is now ripe for consideration.

*After deliberation, the resolution to **disapprove the proposed window replacement master plan** was adopted.*

VOTE: 23-0-0-0

5. **70 West 71st Street, d/b/a Pasha Turkish Restaurant** (Columbus Avenue.) Application #19-10006 to the Landmarks Preservation Commission to legalize the installation of an awning and wall.

Presentation by Jay Adolf:

- Application concerns an awning that included vertical poles that have footings in a knee-wall that encloses a recessed outdoor café.
- Awning includes an end-panel that LPC typically does not favor.
- Other stores in the immediate area have similar end panels.
- Suggested covering up the brackets inside the awning that attach the awning to the wall.

CB7 Comments:

- Approval of this non-conforming awning is not and should not be taken as a precedent, and the resolution makes that clear.

*After deliberation, the resolution to **approve the existing fixed awning and wood partition wall** was adopted.*

VOTE: 25-0-0-0.

6. **100 West 72nd Street, Apts #5E and #5S** (Columbus Avenue.) Application to the Landmarks Preservation Commission to legalize the installation of windows without a permit.

Presentation by Jay Adolf:

- Proposal to replace non-original windows, with one transom replaced by a grille for an A/C unit.

*After deliberation, the resolution to **approve the design of the installed windows** was adopted.*

VOTE: 25-0-0-0.

BUSINESS & CONSUMER ISSUES COMMITTEE

Michele Parker and George Zeppenfeldt-Cestero, Co-Chairpersons

Resolutions Re:

7. **New applications to the SLA for two-year liquor licenses:**

- **425 Amsterdam Avenue** (West 80th Street.) Frank Mac's Place LLC, d/b/a Frank's (Formerly McAleer's Pub.)
- **774 Amsterdam Avenue** (West 98th Street.) Rojita Management LLC, d/b/a Boru Boru.
- **938 Amsterdam Avenue** (West 106th Street.) Seinfeld Square LLC, d/b/a Dive 106.
- **158A West 72nd Street** (Amsterdam Avenue.) Ephesus Corp., d/b/a Seven Hills Mediterranean Grill.

Presentation by Michele Parker:

- No issues – all applicants have run other successful restaurants and know the ropes.

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

VOTE: 26-0-0-0

New Unenclosed Sidewalk Café Application:

8. **2737 Broadway** (West 105th Street.) New application #15452-2017-ASWC to the Department of Consumer Affairs by Serafina 2735 Corp., d/b/a Serafina, for a four-year consent to operate an unenclosed sidewalk café with 33 tables and 69 seats.

Presentation by Michele Parker:

- The applicant failed to appear at the committee meeting or the pre-meeting before the full Board meeting.

*After deliberation, the resolution to **disapprove** was adopted.*

VOTE: 25-0-0-0

10. Application to the SLA for an on-premises license.

- **955 West End Avenue** (West 107th Street.) Mocha Lounge Inc., d/b/a The West End on the Park.

Co-chair Michele Parker recusing herself due to a personal connection with the applicant.

Presentation by Christian Cordova:

- Application concerns a bar that often hosts live music.
- Application based on corporate change –adding new partners.
- The committee heard significant opposition from the community, mostly concerning noise from live music.
- Community also complaining about patrons congregating outside, smoking etc.
- The Committee did not vote on the application, so this resolution is brought without a committee recommendation.
- The venue started as a bookstore. Most of West End Avenue above West 72nd Street does not include a commercial zoning overlay.
- – DoB gave a previous operator a letter of no objection to use the space as a bookstore.
- Method of Operation on the current SLA on-premises Liquor License specifies that there will be no live music at the location. So for many years music has been performed in this space contrary to the Method of Operation.
- The current proposed resolution seeks enforcement of the Method of Operation.
- This venue is contained within and is surrounded by residential buildings.
- The Applicant has withdrawn the original application.
- Community has presented complaints against the current owner as contrary to its Method of Operation, including:
 - -- performing live and karaoke music
 - -- noise complaints from neighbors
 - -- music played until 4 am
 - -- patrons congregating in the well between the building and the sidewalk, directly beneath residential windows.

- -- the operator does not employ a doorman to disperse patrons from congregating
- -- patrons linger in Straus Park, also surrounded by residential units that can hear all that transpires in that space
- -- no attempt to keep the sidewalk clean
- -- residents returning home are harassed by patrons.
- -- kitchen door left open, creating odor and sound problems for neighbors.
- -- Neighbors have filed numerous 311 complaints, most went unresolved.
- -- signage of the restaurant is on the façade of the building, potentially contrary to Code and zoning.
- Therefore CB7 calls on the SLA to enforce the Method Of Operation as a bookstore with liquor and no music.
- Owner has the option to amend the Method of Operation.
- The applicant has only withdrew the application for corporate change.

*After deliberation, the resolution to call for the enforcement of the current Method of Operation was **adopted**.*

- VOTE: 26-0-0-0.

The meeting was **adjourned** at 10:11 pm.

Present: Roberta Semer, Jay Adolf, Andrew Albert, Linda Alexander, Richard Asche, Isaac Booker, Tina Branham, Steven Brown, Joshua Cohen, Christian Cordova, Kenneth Coughlin, Page Cowley, Louisa Craddock, Catherine DeLazzero, Mark Diller, Robert Espier, Sheldon Fine, Paul Fischer, Sonia Garcia, Marc Glazer, Benjamin Howard-Cooper, Meisha Hunter Burkett, Amy Hyman, Madelyn Innocent, Audrey Isaacs, Genora Johnson, Natasha Kazmi, Blanche E. Lawton, Ira Mitchneck, Klari Neuwell, Gabrielle Palitz, Michele Parker, Jeannette Rausch, Seema Reddy, Andrew Rigie, Richard Robbins, Suzanne Robotti, Madge Rosenberg, Melissa Rosenberg, Katie Rosman, Peter Samton, Susan Schwartz, Ethel Sheffer, Polly Spain, Howard Yaruss, George Zeppenfeldt-Cestero

On Leave: Elizabeth Caputo, Miki F. Fiegel, Lillian Moore, Mel Wymore

LAND USE COMMITTEE MEETING MINUTES

Richard Asche and Page Cowley, Co-Chairpersons

December 20, 2017

Present: Richard Asche, Co-Chair, Page Cowley Co-Chair, , Louisa Craddock, Jeannette Rausch, Semma Reddy, Melissa Rosenberg and Peter Samton. **Absent:** Tina Branham, Sheldon J. Fine, Natasha Kazmi and Ethel Sheffer.

Agenda:

The meeting was called to order by Land Use Co-Chair Richard Asche.

1. **2030 Broadway 2nd Floor, a/k/a 154 West 70th Street.** Application to the Board of Standards and Appeals #2017-201-BZ by the Law Offices of Marvin B. Mitzer, LLC for a special permit to operate a Physical Culture Establishment operated by CorePower Yoga, LLC, d/b/a CorePower Yoga, on the second floor.

Devon Avallone-Graves and Marvin Mitzner both from the Law Offices of Marvin B. Mitzner. CorePower Yoga is a national chain and this studio in NYC is one of two in the city. The other studio is in Williamsburg, Brooklyn. The facility has already renovated and occupied the space which is on the second floor of the building, also known as The Ormonde, which is located within the Upper West Side Central Park Historic District. The main entrance to the facility is from Broadway and consists of two Yoga studios, locker and shower area and waiting room and office space. There were a few questions asked about the type of exercise program, particularly the use of weights or other noise generating music and percussive regimes using weights. Ms. Avallone-Graves responded that hand held weights are only used by the individual. They have had no complaints. The other question was related to ADA access, which is located via the 70th Street residential entrance where there is access to an elevator.

Motion to approve: THEREFORE, BE IT RESOLVED THAT the Land Use Committee approves . Application to the Board of Standards and Appeals #2017-201-BZ by the Law Offices of Marvin B. Mitzer, LLC for a special permit to operate a Physical Culture Establishment operated by CorePower Yoga, LLC, d/b/a CorePower Yoga, on the second floor.

Land Use Committee: 6-0-0-1

2. **600 Columbus Avenue, Columbus Townhouse** (West 89th – 90th Streets.) Application M920493(K) ZAM to the Department of City Planning by Columbus Townhouse Associates requesting a modification of the previously approved large-scale residential development (CP-18505) as subsequently modified, within the former West Side Urban Renewal Area, involving an increase in the amount of community facility floor area and a decrease in the amount of commercial floor area through an enlargement and the conversion of existing floor area on the first and second floors, of an existing 27-story mixed-use building

Sandy Hornick, urban planner and consultant and technical advisor to Sheldon Lobel PC, and Richard Lobel, attorney of Sheldon Lobel PC, presented the project. Jerome Kretchmer, the developer for the project also known as Columbus Commons was present as well. [This is the project that has town houses on 89th Street with the 14 story tower along the avenue designed by Joseph Wasserman of the architectural firm, Hoberman & Wasserman. The project is designed to increase the amount of community space (Use Group 6) and decrease the commercial space (Use Group 3). The rationale for the project is to built out portions of the building at the second floor that are currently double height (i.e. double floor) spaces that were initially designed for banks. In the describing the project, Mr.

Kretchmer said that the banking space did not work out well and other tenants did not stay. The floor area that the increased community space is now in demand to expand either the sports / pre-school program or attract other similar tenants.

Motion to approve: THEREFORE, BE IT RESOLVED THAT the Land Use Committee approves the Application M920493 (J) ZAM to the Department of City Planning for a modification of the previously approved West Side Large Scale Development within the former West Side Urban Renewal Area, pursuant to Zoning Resolution Section 98-06(b)(3). The application will facilitate an enlargement with commercial and community facility floor area (27,544 square feet) on the first two floors of an existing mixed use building.

Land Use Committee: 7-0-0-0

3. Other Business

Peter Samton had sent around an email regarding the supper tall buildings at 200 Amsterdam Avenue and believed that we should take a position to stop these buildings that are not contextual and present environmental concerns such as permanently casting large shadows reaching to Central Park or adjacent residential buildings that will also be in extended shadow. In particular, Mr. Samton asked if there was any information about this building,

In response to this, Page Cowley circulated recent press coverage about this project and recent other exceptional super-talls or new developments in planning.

200 Amsterdam Avenue 55 stories (668 feet) with 112 condos

Developer: SJP Properties Architect Exterior: Elkus Manfredi Architect Interiors: Cetra Ruddy Completion Date: Expected 2020.

50 West 66th Street (775 feet) with 127 condos and a synagogue (Congregation Habonim) within the base fronting 65th Street.

Originally filed as a 25 story building for a smaller site at 36-40 West 66th Street prior to the acquisition of the former *Jewish Guild for the Blind* site.

Developer: Extell Development Partner: Megalith Architect: Snøhetta

Status: New project has not yet been filed.

814 Amsterdam Avenue Site

Previous Design / Development: 14 story 69 residential condo units

Developer: Cheever Development & Community Developer Getz Obstfeld

Current Design / Development: (264 feet) Filed at the DOB as 15 stories

Developer: Veracity Equities **Architect:** SRA Architecture & Engineering

262 West 96th Street aka 2551-2555 Broadway.

The former Gristedes Site (96th Street & Broadway)

Developer: Extell

Status: In planning

There was a general discussion about the excessive height, lack of context to adjacent and historic buildings and how these projects could be approved as-of-right. With regards to 200 Amsterdam, Page Cowley said she would forward the information that that she has collected about the

challenges before the BSA. No date has been calendared for this project as of the date of this meeting.

Richard Asche said that he would study the documents and suggest actions that our Committee and the CB7 Board might take.

*The meeting was adjourned approximately 8:30 pm
Respectfully submitted by Page Cowley.*

PARKS & ENVIRONMENT COMMITTEE

Klari Neuwelt, Chairperson

December 18, 2017

Committee Members present: Klari Neuwelt, co-chair (“KN”); Steven Brown (“SB”); Ken Coughlin, co-chair (“KC”); Natasha Kazmi (“NK”); Susan Schwartz (“SS”).

Non-Committee Members Present: Linda Alexander (“LA”); Mark Diller (“MD”).

The meeting was called to order at 7pm by the co-chairs.

1. Presentation on +POOL, The World's First Water-Filtering, Floating Pool. (www.pluspool.org)

Kara Meyer (“KM”) of + POOL presented her organization’s idea for a water-filtering, floating swimming pool that would be placed in one of New York City’s two rivers and make it possible for swimmers to enjoy clean river water. Filters built into the pool’s porous walls would clean more than 600,000 gallons of water each day, she said. + POOL is presenting its proposed project to all community boards.

History: New Yorkers have not been able to safely swim in the city’s two rivers for decades. Free public floating baths debuted in the Hudson and East Rivers in the late 19th century but were closed by the late 1930s due to environmental degradation of the river water.

The Organization: + POOL has developed the technology for a floating pool that will naturally filter river water without the aid of chlorine or other chemicals. Seven years ago the organization launched the concept on its website and it received an overwhelmingly positive response. Several successful Kickstarter campaigns have followed.

The Structure: The pool’s plus-sign shape will allow for four distinct pools in a single structure – a kids’ pool, a sports pool, a lap pool and a lounge pool -- and the design also provides protection from river currents.

Community Outreach: KM emphasized that the organization is structured as a non-profit and intends that the pool will be free for all who wish to use it. + POOL currently provides a swim program for children living in New York City Housing Authority (NYCHA) buildings. It has also developed a STEM curriculum to get K-8 students excited about water quality. The water quality data + POOL is collecting is shared with the public.

Q&A (Committee and Non-committee CB7 members):

KC: What does + POOL need from us? What is the next phase of this project?

KM: + POOL is currently seeking permission from Mayor’s office. She invited meeting attendees to sign the petition at www.swimintheriver.com. Next phase: site-specific design work.

SB: Which regulatory agency is in charge? What is the cost of the project? Proposed location? Who owns the water rights?

KM: Due to the unique nature of the project, + POOL doesn’t fit into a single regulatory agency’s purview. The project needs to have a designated site in order to start obtaining the necessary permits. \$20 million is needed to construct one pool. The most likely location is somewhere in the East River. At most spots along the Hudson River the water is not deep enough. Depending on the location, water rights may be owned by the city, the state, and in some cases even a private developer.

MD: Timeline of the project? Other costs?

KM: Process/timeline has been dragging, but generally they will need six months to get permits ready, then one to two years for permit approval and an additional one to two years for construction. + POOL is hoping for some sort of a private-public partnership. A bathhouse will be associated with the pool. The

cost of building the bathhouse is partly included in the \$20 million.

SS: Use of the pool during the colder months?

KM: Different options are being explored, such as a skating rink or an art exhibition. A public art installation – a precursor to the installation of the +POOL -- will be in East River this spring funded by the National Endowment for the Arts.

KN: What will be done with waste collected by the water filters? Who is the typical primary user?

KM: The idea is to somehow hook the pool up to the city's sewage system. About 4,000 people are expected to use the pool. The typical user would be everyone: locals, tourists, school groups, etc. Programming continues to be developed.

Q&A (Public):

Peter Wright: Cities like Paris and Copenhagen have floating pools – have those concepts been studied? What about hurricanes?

KM: European cities like Paris and Copenhagen have barges with pools on their rivers, a very different concept from that of +POOL. The pool will be designed like a boat and will rise and fall with the current in the event of a hurricane.

Ira Gershenhorn: Does the Department of Health have regulations for floating pools?

KM: The DOH only monitors pools with chlorine. +POOL is trying to create a new permit environment.

Co-chair Klari Neuwelt thanked KM for the presentation and asked her to keep the committee informed of developments with the proposed pool.

2. Theodore Roosevelt Park (TRP). Discussion with Department of Parks and Recreation (DPR) of Preliminary Findings of Study Concerning Theodore Roosevelt Park Lawns.

Presenters from DPR: Sarah Neilson ("SN"), Chief of Policy and Long-Range Planning; Mira Atherton ("MA"); Katerina Athanasiou ("KA"), project manager of TRP north and south lawn scope study; Steve Simon ("SS"), Chief of Staff to the Manhattan Borough Commissioner.

KA: TRP surrounds the American Museum of Natural History (AMNH) and stretches from 77th Street to 81st Street between Central Park West and Columbus Avenue. DPR is conducting a study of opening for public use some parts of TRP that are currently fenced and off-limits to the public. The scope of the study is limited to the four lawns at the northwest, northeast, southwest and southeast areas of the park.. Two landscape architects contributed to the analysis.

Drainage in these areas is adequate except for the northeast lawn, which has some drainage issues – the ground is spongy in front of the Planetarium. An altered irrigation schedule is expected in the summer. The northern lawns are sunnier than the southern ones. Additional concerns: Security requires some sort of buffer around the museum. Some trees require protection. Existing lighting structures set in the lawns are trip hazards.

DPR conducted an inventory of trees on the lawns, and six unhealthy trees were removed. The rest are healthy. If the lawns are opened to public, DPR would cover the drip lines of trees with much if the lawns were opened, and two southern trees would need fencing.

DPR conducted an observational study of how the now-open portions of TRP are used. TRP was divided

into six zones and was observed 48 times over four months. Overall, the most dominant activity appeared to be sitting. Also notable were eating at the 77th Street Museum entrance and cell phone use at 81st Street and Columbus Avenue.

SN: DPR is proposing a three-month pilot project for 2018 \\ that would open between one and three of TRP's lawns to the public with "managed access" for passive recreation. The northeastern lawn would not be opened due to the above-mentioned drainage issue, as well as sloping and an active driveway. The lawns would be opened and closed on the basis of weather, activity and lawn conditions. Regular DPR rules would apply. DPR would provide funding for cleaning and maintenance. Following the pilot, DPR would evaluate whether a more permanent opening of one or more of the lawns is appropriate.

Q&A (Committee and Non-committee CB7 members):

KN: Concerned about the peculiar timing of this proposal, which comes at the end of the Environmental Impact Statement (EIS) process for the planned addition to the American Museum of Natural History (AMNH), the Gilder Center. The park working group consisting of many stakeholders met many times during the process and made thoughtful contributions to the design for the park space adjacent to the Gilder Center. Then this initiative was announced at the end of that process. KN also feels that the southern lawns bordering 77th Street are appropriately ornamental in nature as part of the great urban landscape at the distinctive original façade of the Museum, and she is not convinced that they should be opened up as recreational space, even if DPR could control the dogs, frisbees, picnic litter, etc.

KC: Did DPR conduct any potential user interviews? DPR response: No. KC is in favor of opening up the lawns. Would be a good enhancement to the neighborhood.

SB: This is an unusual study, of lawns that are not being used now.

NK : Was the rodent problem studied? What would be the impact of opening up TRP on the rodent population?

KA: The issue was not looked at afresh but past studies were consulted. Based on these studies, DPR does not believe that the rodent population would increase significantly if the TRP lawns are opened on the proposed limited basis.

LA: What about impacts from dogs? Dogs are destructive to lawns. Also, would want to see a project budget.

MD: Is generally in favor of opening public space, but not these for the following reasons: (i) costs, particularly staff to open/close/police the lawns; (ii) trash (especially around Shake Shack at 77th Street and Columbus); (iii) enforcing passive versus active recreation – would need a monitor behind every tree; (iv) lighting (does not want to see the past efforts of lighting architects who some years ago redesigned the Museum exterior lighting to spectacular effect undone). Also, it is important to talk to the users of TRP to determine what they want and how they typically use the space.

SS: "Dissent." Believes that the noise from the Gilder Center construction would surely drown out the "frolic" noise.

KN: DPR's failure to interview park visitors or residents before embarking on a pilot access program is "upside down and backwards."

Q&A (Public):

Peter Wright (President, Friends of TRP): This is a very good start, but there is no money for maintenance. The Friends have provided a large part of maintenance funds for the existing areas open to the public. Proactive tree care and rodent control are very expensive, and more of both is needed. Budget should be looked at before the lawns are opened.

Robyn Epstein: Concerned about the dog run impact on the park. About a thousand dogs a week use the run, so it is important to speak to dog owners. Also feels strongly about the need for a master plan that encompasses the Gilder Center, the dog run, the proposed lawn openings, etc.

Maria Fernandez: This is a good study because the upcoming Gilder Center will add 800,000 more visitors per year along with the loss of half an acre of land [sic].

Regina Karp: Save money by not building the Gilder Center.

Anne Snee, Co-Chair, 77th Street Block Association: Was told by DPR that there was no funding available for lawn openings.

David Lowenstein - a physician, lives on 77 street: Look at the following: garbage, rats, homelessness, crime. Talk to the doormen in the area. There needs to be an operating plan.

Steve Anderson, 81st Street block association: Is in favor of the public being able to access green spaces. We need more publicly accessible park space, not less. Too many people stand around with their food. 81st Street residents are concerned about increasing congestion.

Cary Goodman: Wants to talk about Gilder Center and its impact on the park land. Asks why the Community Board did not vote on the EIS. KN replied that it was not the Board's role to approve the EIS and that the matter now before the board is opening TRP's lawns to the public, not the Gilder Center.

Barbara Adler, Executive Director, Columbus Avenue Business Improvement District: The Gilder Center will take away parkland, but by opening up the closed areas of the park to the public we can recoup that loss many times over for passive recreation.

Claudia De Salvo, Citizens United to Save TRP: Announces her group's intention to file a lawsuit against the AMNH to halt construction of the Gilder Center. Distributes a press release.

Nicole Paynter, Columbus Avenue BID: Quotes Jane Jacobs. We need change, to open up. Supports pilot study.

KN: What are your next steps?

SN: Talking to Borough President Gale Brewer and DPR Commissioner Mitchell Silver.

KN: Will you commit to coming back to the Committee in March or April after you have absorbed these comments and done any further investigation for further discussion with the Committee and the community before this becomes a done deal?

SN: Yes, but we are not sure in which month.

The committee decided to not to propose a resolution at this time. It looks forward to another presentation and discussion at either the March or April 2018 meeting about a more specific plan that addresses issues and concerns raised at this meeting.

3. Riverside Park. Presentations by the Department of Parks and Recreation (DPR) on:

i) The reconstruction of the stair leading to the Joan of Arc Monument at West 93rd Street and Riverside Drive; and

ii) The installation of fitness equipment South of Neufeld Playground at West 76th Street.

Presenters from DPR: Margaret Bracken (“MB”), Landscape Architect, Riverside Park; Steve Simon (“SS”), Chief of Staff to the Manhattan Borough Commissioner

Joan of Arc Monument reconstruction:

MB: The Joan of Arc Monument sits on a sliver of land between 91st and 95th streets, bordered by Riverside Drive to the west and the Riverside Drive access road to the east. The Monument was unveiled in 1915 and was last renovated 30 years ago.

An active and devoted group of volunteers do a great job of maintaining the island surrounding the Monument. In 1934-35 there were more pathways. Today, the Monument area has several desire lines formed over the years, largely created by persons accessing their parked cars on Riverside Drive or walking to or from the southern corner of the Monument site. The stairs on the Monument’s east side are also badly deteriorated.

The \$475,000 funding for this project is all from Council member Helen Rosenthal, with \$100,000 of this amount from participatory budgeting funds.

Scope of work includes reconstructing the concrete stairs, rationalizing pathways, installing an ADA-compliant entrance at 92nd Street, adding new plantings, adding Riverside Park luminaires on the lighting, adding four new benches in the historic “hoof” design, and adding other historically appropriate features that will contribute to the safety, usability and maintainability of the Monument site.

Timing: Aiming for 2020 completion.

DPR plans to stay with the original material and design. A new six-foot-wide asphalt walkway for ADA access at 92nd Street will be installed. The entire south side of the island will be planted over.

Q&A (Committee and Non-committee CB7 members):

KC: There should be a stop sign at 92nd Street for people exiting the island, or at least a curb extension so that people exiting don’t step directly out onto an active roadway.

MB: There is no stop sign anywhere along the island. Said DPR will discuss stop signs, among other potential solutions, with the Department of Transportation to address safety concerns.

MD: Consider a gravel path to the cars because car owners will inevitably meander through the lawn.

Q&A (Public):

Edward Soloway (fundraising committee for Joan of Arc, board president at 222 Riverside Drive). Lots of land at the park has been cordoned off for a while.

Resolution to approve the proposed design, while strongly urging DPR to work with NYC DOT with regard to roadway safety issues for pedestrians and others entering and exiting the Monument site, particularly at 92nd Street.

VOTE:

Committee Members: 4-0-0-0

Non-committee Board Members: 1-0-0-0

ii) The installation of fitness equipment south of Neufeld Playground at West 76th Street.

MB: The equipment will be installed in the paved basketball court area south of the playground. Funding is \$250,000 in FY17 Participatory Budgeting funding from Council member Helen Rosenthal.

Scope of work: Install fitness equipment and a junior basketball backboard; add a bottle filler, benches and bike racks; and upgrade existing adult basketball backboards to polycarbonate.

The only existing water fountain is in the adjacent children's playground. Some families like the open area and do not want it to be completely filled in. The proposal is to put five units of fitness equipment (for teenagers and adults) on a safety surface, add two sets of benches, two bike racks, and a bottle filler.

Timing: Construction will start in 2018 and take a year to complete. The basketball courts will be open during the construction.

Both of the above projects will be bid out together to make the projects more attractive to potential bidders.

Suggestion from KN: Consider a combined water fountain/filler, rather than simply a water-bottle filler. [Following the meeting MB informed KN that DPR is switching the bottle filler to a fountain/filler unit, as requested.]

Resolution to approve the proposed design for the site:

VOTE:

Committee Members: 4-0-0-0

Non-committee Board Members: 1-0-0-0

4. Updates on committee discussions.

MB was asked about the status of the planned "Rosenthal Bypass," a mandated alternative route for cyclists traveling on the Hudson Greenway between 72nd Street and 83rd Street, which was also chosen as one of Council Member Rosenthal's participatory budgeting projects. MB said the bids for the work came in too high. This project was combined for bidding with two other projects in Riverside Park, the Crabapple Grove restoration and the sidewalk/bus stop project further north. There is a \$200,000 shortfall in funding for these projects. However, Steve Simon informed the Committee that he had been able to transfer

\$200,000 in funds from a dormant sidewalk project on Central Park South, and that a contract for these three projects should be awarded shortly and the work should begin this spring. MB said that planned renovation of Riverside Park's Rotunda could mean that the bypass will be open for only one year before closing until the Rotunda work is completed.

Steve Simon told the Committee that DOT has committed to installing lighting on the Cherry Walk section of the Greenway. The information he has is that work will begin "soon."

Simon also expressed optimism that funding to repave the Cherry Walk will be a part of a "good repair" contract to fix deteriorating conditions in a number of parks.

MB told the Committee that Riverside Park officials are trying to end the current cyclist detour on the Greenway between 59th Street and 69th Street and reopen the regular Greenway path until March or April, when the work that prompted the detour would recommence. But Riverside Park officials have to work with the DPR's construction division and with the contractor doing the work. The latter's inclination is to keep the detour through the winter, even though it can't do a lot of the work that necessitates the detour until spring. Committee members expressed a preference for limiting the detour to periods when it is actually necessary to facilitate construction work. MB will keep the committee informed.

The meeting was adjourned at 10:30pm.

PRESERVATION COMMITTEE MINUTES

Jay Adolf and Gabrielle Palitz, Co-Chairpersons

December 14, 2017

The Preservation Committee of Community Board 7/Manhattan met on Thursday, December 14, 2017, at the District Office, 250 West 87th Street, in the District. The meeting was called to order at 6:30 pm by co-chairs Jay Adolf and Gabrielle Palitz, and Committee members Peter Samton and Mark Diller participated. The following matters were considered and actions taken.

2751 Broadway, a/k/a 930 West End Avenue – Smoke Jazz and Supper Club (West 105-106 Streets).

Application to install a handicapped accessible ramp with railing on Broadway.

Presentation by: Ivan Brice, architect

- Representing the West Side Federation of Senior Supportive Housing, which is the owner of the building.
- The building runs through from Broadway to West End Avenue, with separate entrances at 2751 Broadway and 930 WEA.
- Application concerns the 2751 Broadway entrance – Smoke Jazz and Supper Club. This or a previous jazz club has been a tenant in this space for over 30 years.
- The 930 WEA entrance is for the senior supportive residences located above the ground floor throughout the building.
- The project involves installing a ramp to accommodate patrons of the jazz club who are mobility impaired.
The building includes several storefronts on the Broadway elevation.
- The proposed ramp would accommodate the entrance to the jazz club, which is approximately 6" above the sidewalk grade.
- The sidewalk slopes from left (south) to right. The ramp is planned for the left side of the main entrance to minimize the length of the ramp required.
- The applicant has explored whether a ramp could be installed inside the club and bring the entrance to grade, but a solid beam at grade right at the location of the main entrance would prevent such a solution. The Department of Transportation will allow a ramp to extend 44" onto the sidewalk without special permission or consent.
- The proposed ramp would be a total of 16' in length, including a 5' run that is essentially even with the sidewalk; a 6' run that angles from grade to an elevation of 6", and a 6' landing at the top.
- There will be a railing on the sidewalk side of the ramp with 4 rectangular metal posts measuring $\frac{3}{4}$ " x 2.25". The railing between the posts would be a round tube 1.9" in diameter.
- Ramp would include a curb on the sidewalk edge to prevent wheels from sliding off the ramp.
- There will be a single step up from the right/north side of the ramp for those not using the ramp.
- An automatic entrance button will be placed on the facade at the top of the ramp on the pier on the left side of the main entrance.
- The applicant received a waiver from the Mayor's Office of People with Disabilities excusing it from needing to create an accessible grab area once inside the store (otherwise the applicant would lose too many tables and chairs inside). Signage marking "accessible entrance/exit" with a wheelchair logo will be required by the Mayor's office, and will be placed near the entrance to the ramp outside, and near the main entrance on the inside. The ramp surface is concrete; the outside edge of the ramp and the railing will be black metal.

CB7 Comments:

- Concerned about the dimension of the curb on the ramp. The curb will be 4" tall but only ¾" wide. The concern is that the top edge of the curb could cause damage to someone who slipped or mis-stepped and landed on it. The edge could be like a knife's point/edge.
- A: Railing above should prevent any opportunity to fall onto the edge.
- A: Limited by the 44" width allowed by the Department of Transportation as a permitted sidewalk obstruction.
- Suggestion: fashion the top of the base to have a rounded, thicker top – either bullnosed or eased (especially at the ends of the ramp where the edge is exposed), or place a second rail immediately above the edge of the base, to prevent falling on the edge.
- A: Agree to create a "bullnose" top of the metal base edge.

Resolution: Approve the application as presented with the agreed-upon change to the top surface of the ramp's curb so that it is either eased or bullnosed.

After deliberation, the resolution was adopted VOTE: 4-0-0-0. Calendered for 1/16/18.

11 Riverside Drive (West 73-74 Streets). Application for a window replacement program.

Presentation by: Cas Stachelberg of Higgins Quasebarth; Amanda Henry, president of the Schwab House Co-op Board; and Khalil Eldana, architect.

- The Co-op Board has been working on the window project for over 18 months.
- The intention of the project is to replace windows nearing the end of their useful life with windows that will be more energy efficient while also bringing uniformity to the configuration of the windows.
- The proposed replacement windows will provide better weather and acoustic protection.
- Shareholders overwhelmingly approved the proposal.
- Other than a handful of windows that will be exempt from the application because they were replaced by shareholders relatively recently, the building will replace all windows in the next 18 months as a building-wide replacement. Expected to cost the shareholders \$7 million to replace some 5,000 windows.
- The Schwab House was completed in the 1950s by architect Sylvan Bien.
- It is the largest building in the historic district, and took the place of the former Charles Schwab stand-alone mansion.
- The Designation Report notes that most buildings in the historic district were built between 1880s and 1920s. This building is a later anomaly.
- Intention of the project is to bring uniformity to the fenestration pattern that was lost starting with piecemeal window replacements in the 1980s.
- The fenestration pattern includes columns of windows that are two panels wide and that are three panels wide (some with a fourth panel wrapping around a corner).
- Among the three-panel windows, the original configuration consisted of three double hung 1:1 windows.
- The proposal is to replace all three-panel windows with a configuration consisting of a center panel with a single solid pane (operable as an out-swinging casement) flanked by 1:1 double hung windows. The three proposed replacement panels would be of approximately equal width.
- Dimensions of the mullions in the replacement windows will be approximately the same as the existing condition.

- The proposal includes a frame to support window a/c units. The a/c unit frame will have integrated insulated side panels surrounding the window a/c unit (avoiding the accordion panels to fill the gap between the side or top of the a/c unit and the window frame). The side panels will be solid, made of "allucobond" and painted a dark bronze to match the main frame elements of the windows. The frame is built to accommodate a 15" tall a/c unit (an allucobond panel can be fashioned to cover the gap above a shorter window a/c unit).
- The project also includes a half-sash lower window pane 7" tall to fit above the a/c unit frame and provide a consistent line of meeting rails (and eliminate the draft that is created when a window pane is raised to accommodate a window a/c unit).
- More than 2/3 of the three-panel windows have already been replaced with three-panel windows in which the middle 1:1 double-hung window was replaced a fixed solid pane.
- Only a handful of windows were recently replaced and will not be immediately replaced as part of this program. Some of those recently replaced windows have a center pane that is significantly wider than the flanking double-hung or casement windows, and break the relative dimensions that exist in most of the rest of the building.
- Q: an existing window that has a wider fixed pane is not proposed to be replaced because it was recently replaced.
- A: Whenever the non-conforming window is next replaced, the shareholder will be required to conform to the windows as approved by this application.
- Q: Need to confirm that "equal" sized 1:1 windows depicted in the drawings are intended to match not only its paired window on the opposite side of that particular window, but also the equivalent condition in the existing configuration.
- A: Will include the dimension from the construction drawings to ensure clarity and conformity.
- Q: Should use window a/c units that are flush with the window plane and extend more inside the window.
- A: Those units are less efficient and the cantilever of the a/c unit hanging out is the existing condition.
- Q: Should have a master plan for the through-wall units without a requirement to use through-wall so that all through-wall units are placed in the same relative location under the replacement window units (e.g. all under the right or left window in the configuration).
- A: A master plan already exists.
- Color – bronze aluminum surface.

PUBLIC COMMENT:

David Zelman – shareholder.

- Concerned that the drawings do not match the current condition.
- If the a/c is small, a third solid panel above the unit within the bracket would be installed, reducing the amount of light entering the apartment.
- A: Architect – the half sash will be a standard size (7") to accommodate a 15" tall standardized a/c unit (typical size of a 12,000 BTU unit).
- A: So there is a possibility of a need for filler above the unit if a shorter window a/c unit is selected.
- Shareholders are being forced to buy the half sash and bracket (i.e. the a/c kit). So the appearance may be quite different than depicted.

Josette Amato – West End Preservation Society

- Partial to the original configuration of 3 x 1:1 double-hung windows, but understands that is not practical and the desire for more unobstructed light.

Community Board 7/ Manhattan

- Thanks for doing a master plan for window replacement into the future and for the through-wall locations. This is helpful for every building and promotes the integrity of the entire historic district.
- Confused by the a/c scheme. Still unclear.
- Appreciates the work and expense to make things consistent.

CB7 Comments:

- Existing condition includes significant number of through-the-wall a/c units as well as window units.
- Window units are unfortunate, extending well beyond the plane of the façade. Should replicate the through-the-wall condition throughout the building.
- A: Through-the-wall units would increase the cost of the window replacement program prohibitively.
- Building contends that there is a master plan for a consistent location of through-wall a/c units if that choice is made, which should be confirmed and clarified.
- Should standardize the location through which window the window a/c units will be placed. Pick a consistent pattern for the windows.
- Concern that the a/c bracket side panels will appear dark and detract from the appearance.
- A: Will blend into shadows and recesses.

Resolution: Approve the proposal (subject to correcting the drawings to reflect that those windows that are exempt from immediate replacement will be replaced in the future if at all with windows conforming to this application; correcting drawing 10 to specify the dimension now reflected only as “equal”; and correcting drawing 28 to reflect 7” glass half-sash and 15” a/c bracket dimensions) with an update the master plan, with a recommendation to consider a consistent placement of window a/c units.

After deliberation, the resolution was adopted. VOTE: 3-1-0-0

206 West 79 Street (Amsterdam – Broadway). Application for legalization of a storefront.

- Applicant failed to appear.

Resolution: Disapprove for failure to appear.

After deliberation, the resolution was adopted VOTE: 4-0-0-0.

577 Columbus Avenue (West 88th Street). Application for a storefront replacement.

Presentation by: Aya Maceda of James Carse architecture.

- Current condition is a solid wood wall with two small windows and a center door on the Columbus Avenue façade, and intrusive metal grilles (painted yellow) over the larger and smaller windows on the side street.
- The historic condition included larger shop windows with transoms both on the avenue and side street facades.
- The applicant has discovered cast iron columns flanking the main entrance, and has uncovered a black narrow header above.
- Intention is to retain the cast iron elements and header, and to replace the solid panels on the Columbus Avenue façade with larger windows. The same dimension windows will replace the larger window on the side street façade.
- The new larger windows will include fixed transoms above. The main entrance will move to the left (north) side of the Columbus façade to enable an at-grade accessible entrance.

- The project also includes creating a side entrance through the opening of the smaller window on that façade. Research reveals that the window actually was originally a door that was converted to a window in a previous renovation.
- The windows and doors will be aluminum frame to accommodate acoustic glass. Frames have thick dimensions. The glass will be set back from the surface of the frame, and a sill will be proud of the façade plane.
- The main entrance will be a wider main door with an operable narrow door panel to the left. The proposed side door will be a wider metal frame with a long thin rectangular glass panel.
- The frame, windows and doors will be dark in color.
- The stone pilasters and walls surrounding the store infill, as well as the residential entrance further up the side street, are painted a dirty yellow color.

CB7 Comments:

- Should replace the yellow paint on the stone pilasters and throughout the side street elevation with natural limestone or a more appropriate color that matches the color of limestone.
- A: LPC staff believes the yellow is original and should be retained.
- Should test under the paint and find if the original stone is in reasonable shape, and if so expose. Should challenge LPC's view that the yellow paint should be retained.
- CB7 should recommend that the paint should be stripped to reveal the original stone if possible.
- Appreciation for the thicker frame elements surrounding the windows and doors, which complement the solidity of the stone pilasters and thick horizontal elements of the existing façade.

Resolution: Approve the proposal with a strong recommendation to remove the yellow paint and restore the limestone, or if that is not feasible, to repaint with a color that is similar to the original stone.
After deliberation, the resolution was adopted VOTE: 4-0-0-0.
Adjourned: 8:45 pm.

COMMUNICATION COMMITTEE MINUTES

Linda Alexander and Suzanne Robotti, Co-Chairpersons

December 6, 2017

Present: Suzanne Robotti. **Absent:** Linda Alexander. **Non-Committee Members Attending:** Roberta Semer.

Meeting was preceded by a Twitter Chat at 5PM. Topic: Charity #DoingGoodUWS
The meeting was called to order at 5:30 pm.

1. Reviewed Twitter Chat.

a. Action ideas for better success next month:

- Reach out to electeds and small press list to alert to topic and ask them to RT or tweet in.
- Add in those community people particularly interested in topic.
- Idea for next time, interview format (who to interview?)

Previously we planned to target one constituent group monthly: Linda and Su write blurbs each month directed to specific community groups, such as seniors, disabled, etc., when there are upcoming meetings with relevant topics.

Roberta and Penny contact the various groups' executive directors about this initiative. Linda and Su to post a message on the CB7 Twitter and Facebook pages to invite and engage community members and drive them to the twitter event and website for more information.

2. Suggested topic for Jan 2018 - Parking options. Invite an educated person and cover:

Where is there discounted parking?

When it is attached to subsidized housing and you don't live there, how do you get in?

How long does that take?

Doing the math on car ownership. Total garage costs = how many cabs, Ubers.

Alert and invite to Tweet in: Parking lot owner (should we interview him/her?), Electeds, Transportation Alternatives, Michele to rep taxis, Andrew and Howard,

Another topic: Interview an area BID - what do they do and why do they do it?

Alert and invite to tweet in: local stores, the org that hires the street cleaners paid for by BID, we have a BID rep, yes? Include her,

Another topic: What can we do about the homeless?

Alert and invite to tweet in: Soup kitchens, police, electeds, SRO/Shelter, libraries work a lot with homeless - Bloomingdales?

Another topic: Marc Glazier and street junk - his crusade to get rid of magazine boxes on street corners

Another topic: Interview Transportation Comm Chairs: hot topics. In addition to bike lanes, where are the trouble spots? How do you make a complaint about a traffic problem,

Another topic: Bloomingdale Library - so many services

2. Tracking Twitter followers:

- a. 985 followers November 2017.
- b. 1014 Followers December 2017.

3. Drafted invitation to holiday party for CB7.

Meeting concluded 6:20pm.