

## **COMMUNITY BOARD 7/MANHATTAN FEBRUARY 2000 RESOLUTIONS**

### **RESOLUTION**

**Date: February 1, 2000**

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

**Re: Recognition of Manhattan Neighborhood Network.**

**WHEREAS, Manhattan Neighborhood Network ("MNN"), a treasured resource of Community Board 7 ("CB7"), is responsible for administering public access cable television services in Manhattan; and**

**WHEREAS, in providing studio space, equipment and technical support, MNN makes available a widely accessible public forum, and thereby helps to educate the community, and further debate and discussion of issues of public interest and concern; and**

**WHEREAS, through the volunteer efforts of several of its own expert members, CB7 periodically presents a seminar on its Charter-mandated responsibilities in, and the various technical aspects of, zoning, kind use planning and the Uniform Land Use Review Process in New York City; and**

**WHEREAS, in an effort to make the educational benefits of its seminar available to a wider audience, and create an enduring record thereof for the benefit of both Board members and the community at large, CB7**

**turned to MNN; and**

**WHEREAS, thereafter, including both on as well as after the evening of January 19, 2000, MNN provided not only studio and technical facilities, but the services of several highly able members of its directorial and production staff to videotape, edit and cablecast the Board's seminar; and**

**WHEREAS, of particular note, in assisting the Board in the production and editing of the seminar, said MNN personnel, including Vivaldy Marcellin, Erin Greenwell, Linda Iannacone, Ina Jackson, Dashawn Pretlow, Cory Brice, Jeanette Santiago, Paul Barrera and Veran Budhai, worked in a truly expert fashion, on their own time, and entirely without compensation or reward other than the knowledge that they were serving their community;**

**BE IT RESOLVED THAT Community Board 7/Manhattan expresses its gratitude and appreciation to MNN and its administration, and its admiration and high regard for both the technical expertise and public-mindedness of the individual members of its production, engineering, scheduling,**

education and outreach staffs, for providing invaluable assistance to the Board and the community it serves; and

**BE IT FURTHER RESOLVED THAT**, by transmittal of copies of this resolution, Community Board 7 commends MNN and its staff to the Mayor and the Speaker of the Council as examples of public and community service at its best.

## **RESOLUTION**

**Date:** February 1, 2000

**Committee of Origin:** Transportation Committee

**Full Board Vote:** 27 In Favor 0 Against 0 Abstentions 0 Present

**Re:** New application to the NYC Taxi & Limousine Commission (BO1760) by New Special, Inc. for a For Hire Base station license at 971 Columbus Avenue, 107th-108th Streets.

**BE IT RESOLVED THAT** Community Board 7/Manhattan approves the application of New Special, Inc. for a base at 971 Columbus Avenue.

**Committee:** 5-0-0-0. **Board Members:** 1-0-0-0. **Public Members:** 2-0-0-0.

**Date:** February 1, 2000

**Committee of Origin:** Transportation Committee

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

**Re:** Clean fuel buses for NYCT.

**WHEREAS**, NYC consistently fails to meet the clean-air guidelines; and

**WHEREAS**, cases of emphysema, asthma, and other respiratory ailments continue to rise above the national average; and

**WHEREAS**, bus ridership is on the rise in NYC; and

**WHEREAS**, more buses help cut down the use of private vehicles.

**BE IT RESOLVED THAT** Community Board 7/Manhattan demands that the NYC Transit purchase only clean-fuel buses for its fleet; and

**BE IT FURTHER RESOLVED THAT** Community Board 7 asks our state elected officials to not approve the MTA's Capital Plan unless and until the NYC Transit and the MTA comply with this life-saving policy.

**Committee: 7-0-0-0. Board Members: 2-0-0-0. Public Members: 3-0-0-0.**

**RESOLUTION**

**Date: February 1, 2000**

**Committee of Origin: Transportation Committee**

**Full Board Vote: 30 In Favor 2 Against 0 Abstentions 0 Present**

**Re: "Stop Here on Red" signs at the Broadway Mall intersections (Joint with Parks Committee).**

**WHEREAS, the safety of our pedestrians is of the utmost importance; and**

**WHEREAS, a large number of pedestrians have a difficult time crossing our streets before the light changes; and**

**WHEREAS, many injuries have occurred involving vehicles crossing Broadway before the light turns green;**

**BE IT RESOLVED THAT Community Board 7/Manhattan requests the Department of Transportation to install signs on the Broadway Malls that say: "Stop Here on Red", to prevent vehicles from going through red lights on the opposite side of Broadway; and**

**BE IT FURTHER RESOLVED THAT Community Board 7/Manhattan requests input on the appearance and placement of these signs.**

**Committee: 7-0-1-0. Public Members: 3-0-0-0.**

**RESOLUTION**

**Date: February 1, 2000**

**Committee of Origin: Transportation Committee**

**Full Board Vote: 26 In Favor 4 Against 2 Abstentions 2 Present**

**Re: American Museum of Natural History on the Museum's Transportation Management Plan for the Period after the Opening of the Rose Center.**

**WHEREAS, the completion of the Rose Center for Earth & Space of the American Museum of Natural History represents an exciting new chapter in the Museum's mission of providing westsiders and the world at large a state of the art planetarium facility; and**

**WHEREAS, the opening of this new building and the completion of the renovation of the American Museum of Natural History (with its new exhibit halls and other facilities) will undoubtedly result in many additional visits, both by school and tour groups, as well as thousands of individuals; and**

**WHEREAS, many tour and school buses now clog the neighborhood and take up neighborhood parking spaces, refusing to utilize the dedicated layover parking at West 60th Street and West End Avenue; and**

**WHEREAS, the new garage will allow loading and unloading of school buses, but will accommodate at most, storage of a few buses; and**

**WHEREAS, the Museum has a full-time transportation team dedicated to the safe and efficient movement of all buses in and around the museum, as well as the directing of traffic in and out of the garage; and**

**WHEREAS, the Museum and Community Board 7 are desirous of encouraging more frequent use of mass transit to the Museum by both school and tour groups, as well as individuals; and**

**WHEREAS, the Museum and Community Board 7 would like to minimize the amount of vehicular traffic from circling the area looking for parking, as well as encouraging the most direct route into the museum garage; and**

**WHEREAS, Community Board 7 would like to restore some of the parking to the neighborhood that will invariably be lost due to any transportation plan involving the storage of buses around the Museum;**

**BE IT RESOLVED THAT Community Board 7/Manhattan approves the following provisos of the American Museum of Natural History's transportation plan:**

**1. During the hours of approximately 9:00 AM and 2:00 PM, Monday through Friday, all school buses are to be stored on the Columbus Avenue frontage of the Museum. There may also be storage of some tour buses on the Columbus Avenue frontage of the Museum. Before 9:00 AM, and after 2:00 PM, these areas are to remain as neighborhood parking. A small number of tour buses may be stored on the West 77th Street side of the Museum, east of**

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**2. the driveway. Any buses that cannot be accommodated on these two sides must be stored in the designated layover parking area at West 60th Street and West End Avenue, or any other designated parking lot contracted**

by the Museum. Community Board 7 supports the Museum's efforts to obtain pre-paid parking vouchers as a way of ensuring that buses use the designated layover locations. The park side of Central Park West must be maintained as a bus-free zone.

3. The parking spaces on West 77th Street that the Museum is using west of the driveway must be returned to the neighborhood for parking.

4. The Museum will do everything necessary to encourage more school groups to use mass transit to come to the Museum, including contracting with NYC Transit and the Board of Education for special Metrocard incentives for school groups. Incentives for groups utilizing Metro North Commuter Railroad, the Long Island Railroad, and New Jersey Transit must also be pursued. In addition, the Museum will encourage, through the use of printed materials, as well as its website, the use of mass transit as the best way to come to the Museum.

5. The timing of the light at the intersection of West 81st Street and Central Park West will be altered so that a special left turn cycle for northbound traffic from Central Park West onto westbound West 81st Street (along with a left turn only from southbound Central Park West onto the Central Park transverse road) can be accomplished, minimizing the bottleneck that might occur with school and tour buses turning to enter the museum garage.

6. The Museum's transportation team will insure that traffic bound for the garage from West 81st Street will not reach out into West 81st Street and tie up east/west traffic. Additionally, museum transportation personnel will see to it that the queue on Columbus Avenue waiting to enter the garage on weekends will be orderly, and will not enter from West 78th Street. All traffic using the Columbus entrance must originate from West 79th Street and further north.

7. Trailblazing signs will be posted at various locations on the West Side Highway alerting motorists bound for the museum of the best routes to avoid local streets. A sign will be posted at West 81st Street and Columbus Avenue alerting motorists of the best entrance to the garage. This sign will be in keeping with Department of Transportation standards.

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8. The Museum will, through the use of its website and phone services, keep the public alerted as to the availability of parking in its garage, and when the garage is full. To the best of its ability, the Museum will supply real-time information as to the status of its garage facilities.

9. The Museum will, through the use of its transportation team, working jointly with the 20th Precinct, strictly enforce the no-idling regulations for all buses along its perimeter. Repeat offenders must be reported to the bus companies for disciplinary action.

10. The Museum will continue to meet with Community Board 7, elected officials, and the public on a regular basis to update the community on its progress, and to ascertain that all plan components are working effectively and to take corrective measures where necessary.

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

## RESOLUTION

Date: February 1, 2000

Committee of Origin: Parks, Cultural Affairs and Libraries

Board Vote: 16 In Favor 12 Against 3 Abstentions 0 Present

Re: Design for a dog run at West 72nd Street in Riverside Park.

WHEREAS, very substantial efforts have been ongoing for an extended period of time to find an appropriate location to create a dog run that meets the needs of dog owners, community members, and parks officials alike; and

WHEREAS, the NYC Department of Parks has proposed an area of Riverside Park at West 72nd Street, adjacent to the West Side Highway viaduct and west of the Eleanor Roosevelt statue (that until a few years ago was an entrance to the highway), which provides a visible, safe, and accessible location for people and their dogs; and

**WHEREAS, the proposed dog run will be designed and constructed in such a way so as to shield the dog run surface itself from view, helping to beautify the area, by creating a three-foot berm on the southern side of the path leading west to the viaduct; and**

**WHEREAS, Council Member Ronnie Eldridge has funded the construction of the dog run, and,**

**WHEREAS, large grassy areas, planted with shrubs and trees, will surround the stone screening-clad dog run itself, making for a harmonious and attractive dog run; and**

**WHEREAS, attractive tree benches will encircle the tree trunks, serving to protect the tree roots, and provide a place for dog-walkers to sit and socialize; and**

**WHEREAS, the Parks Department has stated it does not have the resources to maintain the dog run and maintenance for the dog run will be entirely performed by dog owners;**

**BE IT RESOLVED THAT Community Board 7/Manhattan approves the proposal to build a dog run at West 72nd Street and Riverside Park, with the understanding that a minor modification will be made to double-gate the entrance to the small dog area; and**

**BE IT FURTHER RESOLVED THAT one year after the dog run is fully-operational, Community Board 7/Manhattan requests that the Parks Department report whether the dog run is functioning properly and whether it should remain open; and**

**BE IT FURTHER RESOLVED THAT Community Board 7/Manhattan commends those many community members including members of FLORAL, Riverside Park Administrator Charles McKinney, Department of Parks personnel, Council Member Ronnie Eldridge, Assembly Member Scott Stringer, and other elected officials, who worked to solve the difficult problems inherent in this issue.**

**Committee: 9/0/1/0. Board Members: 2/0/1/0. Public Members: 3/7/3/0.**

**Public Members in favor: Robert Shanley, Stanley Nurenberg, Debbie Nurenberg**

**Public Members opposed: Richard Sindel, Peter Modell, Marilyn Briskin, Judy Ross, Mark Salamon, Madeline Dale, Pat McGregor**

**Public Members abstaining: Janet Bernstein, Amber Ray George, Giselle Simons**

**Not adopted**

**Board Vote: 16 In Favor 15 Against 2 Abstention 0 Present**

**Committee of Origin: Housing Committee**

**Co-Chairs: Beverly Feingold and Thomas Vitullo-Martin**

**Re: Rent Regulations.**

**PREAMBLE**

Rent regulations for rent regulated apartments in New York City are authorized by a grant of state authority to the city council (and to other local governments through-out the state for their areas). The local government is limited in that it cannot establish a regulation that is "more onerous on the landlord" (taken from the State Law) than the state's regulation, but it can enact locally less protective regulations, or no regulations at all. In 1994, for example, the City Council introduced a version of "luxury decontrol" that was then expanded upon by the state government in 1997, resulting in (1) average rental prices for new leases in CB 7 that are significantly above the average monthly income for families in this area, and (2) a large decrease in the number of Rent Regulated family apartments. Since 1995, these luxury decontrol provisions have been combined with a policy change in the treatment of capital improvement "pass alongs" with the effect, in higher rent neighborhoods like CB7, of establishing de facto vacancy decontrol of rental apartments.

More than seventy-four percent of the residents of CB7 are renters, most of these under some form of rent (protection) regulation. For those protected by rent regulations, families of moderate means and seniors and the disabled, especially, the continuation of rent regulations is critical to their well-being, and something they demand of their government. In the year 2000, the New York City rent regulations expire, and the City Council must act to renew them. Because of term limits, most members of the current city council will be leaving their positions at the end of 2000 and most will be seeking new elected positions. The Real Estate Industry is the number one contributor to local campaigns, for both political parties, in New York State. It has vowed to destroy the rent protections so vital to many in our community. We fully expect another piece of legislation will attempted to eliminate or weaken the protections. Many of those who have rented apartments without protections, moving in to decontrolled units and those whose apartments have been decontrolled while living in them, are finding that they cannot afford their apartments at the time of lease renewal. Rents in parts of our district have increased three to five times in the past five years. These out of control rent increases are destabilizing our community, preventing people from establishing roots by limiting their tenure in the community to the term of their lease. There are currently no new family apartments that fall under rent protections with exception of those obtained by developers in barter for tax breaks.

**BE IT RESOLVED THAT Community Board 7/Manhattan supports the re-enactment of**



rent controls, and the following changes (not withstanding provisions of the state law to the contrary.)

- Limits luxury decontrol proceedings to tenants under the age of 62, and to tenants who are not disabled, as defined by the NY City Human Resources Administration.
- Limits the luxury decontrol of an apartment to the tenant in possession; succeeding tenants must be offered the apartment at the last controlled rent plus any legal increment.
- Landlord waives right to luxury decontrol where landlord knowingly rented apartment to tenant whose income was above threshold for decontrol.
- Increases threshold of luxury decontrol by 25 percent, to reflect inflation since the time of the initial setting of the threshold.
- Returns to the previous policy that MCI increases are not granted for vacant apartments, and

that rent increases cannot exceed a combined 20 percent per year.

**BE IT FURTHER RESOLVED THAT Community Board 7/Manhattan requests studies**

**of the following:**

- The impact of decontrol on availability of housing in Community District 7 for families whose incomes reflect the diverse range of incomes present in the district;
- The impact of decontrol on city's real estate tax revenues from this district;
- The use of MCI and hardship increases and exactly what effect they have had on current rents;
- Community District 7 as a model for what is likely to happen in other communities that are hit with either de facto or real decontrol; and

**BE IT FURTHER RESOLVED THAT Community Board 7/Manhattan strongly opposes any weakening of the rent protections, and calls for stronger enforcement and penalties for those who do not respect these laws (both landlords and tenants).**

**BE IT FURTHER RESOLVED THAT Community Board 7/Manhattan asks that the City**

**Council acts in the best interests of the residents of the City of New York.**