

RESOLUTION

Date: June 7, 2011

Committee of Origin: Transportation

Re: NYC Department of Transportation on traffic plan for Riverside Boulevard.

Full Board Vote: 34 In favor 1 Against 1 Abstention 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves:**

Side-street loading zones, Monday-Friday, 8AM – 6PM, up to 60 feet in length; one on every block off Riverside Blvd. from West 63rd -71st Streets.

Two For Hire Vehicles (FHV) waiting areas on the east side of Riverside Blvd, one from West 65th-66th Streets, and the other one from West 66th-67th Streets. Each waiting area would be 4 car lengths (80-feet long), in effect Monday-Friday, 6AM – 4PM,

Both the loading zones and the FHV zones would revert to current alternate side regulations when not in effect. CB7 reserves the right to request amending these regulations six months after implementation and when usage patterns become more evident.

Committee: 10-0-0-0. Board Members: 3-1-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Transportation

Re: PS75 (West End Avenue, West 95th-96th Streets.) Traffic calming measures to address pedestrian safety concerns around the school.

Full Board Vote: 36 In favor 0 Against 0 Abstentions 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the following recommendations surrounding PS75:

- Better painting on crosswalks immediately;
- Crucial signage implemented immediately;
- Leading pedestrian intervals installed;
- Red light cameras;
- School speed zone;
- and requests a site visit with the NYC Department of Transportation to explore the location of signal lines and turn restrictions.

Committee: 9-0-1-0. Board Member: 1-0-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Transportation

Re: 135 West 106th Street (Columbus-Amsterdam Avenues.)

Full Board Vote: 35 In favor 0 Against 0 Abstentions 1 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the request by Red Oak Apartments to replace “No Standing Anytime Except Authorized Vehicles, Ambulettes” to “No Standing Any Time” to stop the abuse from drivers with handicap plates or permits from blocking the handicapped accessible ramp to the building.

Committee: 9-0-1-0. Board Member: 1-0-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Preservation

Re: 121 West 81st Street (Columbus Avenue.) Application #118513 to the Landmarks Preservation Commission for a rear-yard addition.

Full Board Vote: 33 In favor 1 Against 2 Abstentions 0 Present

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

The design of the rear-yard addition is an extension of the existing rear-yard addition at the first and second floors. The rear façade of these two upper floors will be moved 7'-2" to the north, to align with the north face of the basement level rear-yard addition.

The addition is composed of the following materials:

- New multi-paned glass and dark gray steel doors and windows
- Red brick cladding, both re-used and new to-match-existing
- Natural cedar framing
- Dark gray or black painted steel railings
- These are employed as follows:
- Glass and steel doors set within a brick facade at the basement level of the rear façade.
- Glass and steel doors and fixed windows set within a wood framework at the two upper stories of the rear facade
- Glass and steel fixed windows set within red brick at the side facades.
- A trellis structure at the north end of the new addition's third floor roof terrace.
- New steel railings at the first floor rear, and at the roof level of the original row house, front and rear.

The unique nature of the site causes the rear façade to be visible from West 82nd Street, across the parking lot of the police precinct

The Preservation Committee of Community Board 7/ Manhattan believes that the design of the rear-yard addition, is inappropriate to the historic character of the building and of the Historic District for the following reasons:

- The articulation of the large glass and steel fenestration at the rear façade is confusing in scale, and bears little relation to the existing row-house fenestration vocabulary, sizing, placement or rhythms.
- The natural cedar framing the large expanse of glass and steel is inconsistent with typical row-house rear-facade design in scale and color, and it is out of place within this specific context.
- The cedar trellis structure adds further height and bulk to the addition, making the addition appear over-scaled within its context.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **disapproves** the rear-yard addition.

Committee: 5-2-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Youth, Education & Libraries

Re: The impact of teacher layoffs on District 3 overcrowding.

Full Board Vote: 31 In favor 0 Against 1 Abstention 0 Present

This resolution is premised upon the following facts:

Community School District 3 includes many elementary schools that operate at or above their capacity as a result of overcrowding due to a variety of factors including a continuing boom in residential construction, the increased use of high-quality public schools by neighborhood residents, and the lag effects of the economic downturn.

Class sizes at most District 3 schools exceed the targets mandated by the State Legislature as part of its Contract for Excellence funding and other initiatives. For example, the New York City Department of Education routinely approaches planning for overcrowded District 3 schools by assuming kindergarten class sizes of 25 students rather than the 20 students called for by CFE.

The Fiscal Year 2012 Executive Budget proposed by the Mayor includes cuts to the DoE that the Mayor and the DoE propose to address by eliminating over 6,000 teacher positions, with approximately 1,500 eliminated through attrition and 4,500 eliminated through teacher layoffs.

DoE Chancellor Walcott acknowledged that one result of the proposed teacher layoffs will be an increase in class sizes system-wide.

Increases in class size, particularly in the elementary school grades, correlates with lower student performance.

The proposed FY 2012 Executive Budget exacerbates the current trend of sustained and increasing class sizes that result from overcrowding of our schools.

The DoE does not release sufficient detail with its proposed operating budget to permit the public to recommend specific alternative allocations to avoid teacher layoffs. For example, estimates of the funding needed to avoid teacher layoffs have ranged from a low of \$225 million to a high of \$700 million.

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan calls upon the City Council and the Mayor to re-allocate and/or restore funding to the DoE to eliminate or drastically reduce planned teacher layoffs and to employ other measures to ensure that student performance in our District and throughout the City is not further eroded by the confluence of overcrowding and class size increases.

Committee: 9-0-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Parks & Environment

Re: Funding for lighting on Riverside Park South bicycle path in F/Y 2012 budget.

Full Board Vote: 29 In favor 3 Against 2 Abstentions 0 Present

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

The bicycle path in Riverside Park South provides an essential route for commuter and recreational cyclists, separate from other users, to traverse the park in the north-south direction, making the connection between Riverside Park to the north and Hudson River Park to the south.

The bicycle path has been ceded to New York City by the Developer of Riverside South as part of the staged development of Riverside South, and the path is in its permanent location.

Thousands of cyclists use the bicycle path, and many of them use it after dark. Far more cyclists use the path after dark than was anticipated when the park was originally planned two decades ago. Only a small section of the path at the southern end is lighted, and there is an urgent need for lighting on the rest of the path to increase cyclist safety and to encourage more commuters to cycle to work.

The lighting would be attached to the piers of the Dimaggio Highway, under which the path for the most part is located. Installing the lighting would be a relatively routine and straightforward project for the New York City Department of Transportation, in cooperation with the Department of Parks and Recreation.

The Parks and Environment Committee of Community Board 7/Manhattan has been advised that there is a funding source for lighting the bicycle path available for inclusion in the F/Y 2012 New York City budget.

BE IT RESOLVED THAT Community Board 7/Manhattan **urges** DOT and DPR to fund the lighting for the Riverside Park South bicycle path in the F/Y 2012 budget, and to install the lights as soon as practicable.

Committee: 10-1-0-0. Board Members: 3-0-0-0.

RESOLUTION

Date: June 7, 2011

Committees of Origin: Parks & Environment and Transportation

Re: Vehicle Free Central Park

Full Board Vote: 32 In favor 1 Against 1 Abstention 0 Present

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

Central Park was created as a refuge from the city. Its loop road was originally designed as a carriage drive, an element integrated with the surrounding landscape and with the pastoral, recreational park experience.

Private motor vehicles using Central Park as a route to and from other destinations pollute the park, crowd the loop road, make management of recreational uses and of non-motorized vehicles on the loop road much more difficult and encourage unnecessary use of private motor vehicles rather than other forms of transportation.

As Central Park has become safer and ever more crowded in recent decades, and as recreational patterns have changed to include far more cyclists, runners, etc., private motor vehicles on the loop road have increasingly interfered with genuine park uses. Gradually cutting back the hours when private motor vehicles have been allowed on the loop road has been a good start toward eliminating such vehicles in the park, and has been done without noticeable negative impact on traffic patterns on the surrounding streets.

More than 100,000 people have signed petitions asking for a car-free Central Park.

BE IT RESOLVED THAT Community Board 7/Manhattan believes that a trial period encompassing a substantial part of the summer of 2011, up to and including the date of the New York City Marathon in early November, when the loop drive is largely closed to vehicles anyway, would maximize recreational opportunities and enjoyment of the park for New York City residents and visitors during that period; would permit park managers to study and begin to implement methods of managing the very heavy recreational, pedicab and horse-drawn carriage traffic on the loop road unencumbered by motor vehicular traffic; and would permit sufficient time to obtain meaningful data on traffic patterns in the surrounding neighborhood with such vehicular traffic banned in Central Park; and

BE IT FURTHER RESOLVED THAT Community Board 7/ Manhattan **urges** the New York City Department of Transportation, in conjunction with the Department of Parks and Recreation, to ban private motor vehicles (including taxis, but excepting those vehicles permitted in the Park incident to existing concessions) in Central Park from July 4 weekend, 2011, through the first weekend in November, coincident with the date of the New York City Marathon; and

BE IT FURTHER RESOLVED THAT Community Board 7/Manhattan **urges** the Department of Transportation during such period to measure and study the impact on surrounding streets of eliminating such vehicular traffic in Central Park; and

BE IT FURTHER RESOLVED THAT Community Board 7/ Manhattan **urges** the Central Park Conservancy and the Department of Parks and Recreation to use the period of the traffic ban to study measures to enhance safety for other competing users of the loop road, such as cyclists, runners and other pedestrians.

Joint Committees: 11-0-0-0. Board Members: 3-0-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Parks & Environment

Re: Borough Board resolution in support of a car-free Central Park trial this summer.

Full Board Vote: 29 In favor 1 Against 1 Abstention 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **supports** the following resolution:

WHEREAS, Central Park was designed as a refuge within the city; its loop drive was intended for uses that integrate seamlessly into the pastoral ambiance of the park (by contrast, the East-West transverses, located several feet below grade, were designed to accommodate vehicular traffic with minimum impact on park users); and

WHEREAS, private motor vehicles on the loop drive impede the healthy environment, peaceful enjoyment, and use patterns of pedestrians, runners, cyclists, carriages, and pedicabs; and

WHEREAS, the presence of private motor vehicles necessitates traffic management tools that do not necessarily provide for safe, shared use of the loop drive by pedestrians, cyclists, runners, carriages, and pedicabs; and

WHEREAS, recent measures that restrict the use of private motor vehicles on the loop drive have not resulted in noticeable negative impacts on surrounding streets; and

WHEREAS, private motor vehicles are still permitted on the loop drive during weekday periods when, outside of weekends, visitors and local residents most use the park (early mornings and early evenings, before and after business hours); and

WHEREAS, more than 100,000 people have signed petitions asking for a car-free Central Park; and

WHEREAS, serious consideration of any proposal to prohibit private motor vehicle traffic warrants an objective study of duration sufficient to observe adaptive shifts in traffic behavior and their impacts during both low- and high-volume periods of traffic;

THEREFORE, BE IT RESOLVED that the New York City Department of Transportation, in conjunction with the Department of Parks and Recreation, prohibit the use of private motor vehicles on the loop drive of Central Park (including taxis, but excepting vehicles necessary for park maintenance, concessions, and emergencies) in order to allow for car-free enjoyment of the park during the summer months through Labor Day 2011; and

BE IT FURTHER RESOLVED that while the loop drive of Central Park is free of private motor vehicles, the New York City Department of Transportation study traffic impacts and, if necessary, extend the prohibition beyond Labor Day 2011 for a length of time sufficient to accurately measure and assess the potential impact of permanent prohibition of private motor vehicles on the loop drive of Central Park; and

BE IT FURTHER RESOLVED that while the loop drive of Central Park is free of private motor vehicles, the Central Park Conservancy and the Department of Parks and Recreation study and begin to implement measures that enhance safety and optimize shared use of the loop drive by pedestrians, runners, cyclists, and pedicabs in the absence of private motor vehicles.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Housing

Re: Amending MCI formulas for energy efficiency.

Full Board Vote: 22 In favor 6 Against 2 Abstentions 0 Present

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

When landlords make improvements or installations to a building subject to the rent stabilization or rent control laws, they can apply to the Division of Housing and Community Renewal (DHCR) for approval to raise the rents of the tenants under the Major Capital Improvement (MCI) provisions;

MCI were intended to incentive landlords to maintain their rent-regulated properties;

MCI was not intended to compensate landlords for improvements which would earn them a positive rate of return;

Many governmental programs now exist to subsidize the cost of [various] capital project installations;

The widespread practice of double-dipping violates the intent of the provisions of the law, and results in an undue windfall to landlords;

A06123 introduced by AM Kavanagh and S1294 introduced by Sen. Duane would prevent “landlords from receiving a financial windfall from major capital improvements funded by the New York State Energy and Research Development Authority (NYSERDA) in any part;

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan calls upon its elected representatives in Albany and Governor Andrew Cuomo to respectively pass and sign into law A06123/S1294, and **urges** the legislature to expand the bill to extend to all grant programs, whether federal, state, or private; and

BE IT FURTHER RESOLVED THAT Community Board 7/Manhattan calls upon its elected representatives and Governor Andrew Cuomo to exempt from MCI increases all investments which have the projected result of substantially reducing landlord operating costs.

Committee: 6-0-0-0. Board Member: 1-0-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: 373 Amsterdam Avenue (West 78th Street)

Full Board Vote: 27 In favor 1 Against 1 Abstention 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** application to the State Liquor Authority for a two-year liquor license by Sagi Restaurant, d/b/a La Vela.

Committee: 8-0-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: 416 Amsterdam Avenue (West 80th Street)

Full Board Vote: 27 In favor 1 Against 1 Abstention 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** application to the State Liquor Authority for a two-year liquor license by Hummus Kitchen Inc, d/b/a Hummus Kitchen.

Committee: 8-0-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: 519 Columbus Avenue (West 85th Street)

Full Board Vote: 27 In favor 1 Against 1 Abstention 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** application to the State Liquor Authority for a two-year liquor license by Delafontaine, LLC d/b/a “To be determined”.

Committee: 8-0-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: Central Park & West 67th Street, (at the Tavern on the Green area)

Full Board Vote: 27 In favor 1 Against 1 Abstention 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** application to the State Liquor Authority for a two-year liquor license by Ladle of Love Ltd., d/b/a Ladle of Love Truck.
Committee: 6-2-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: Unenclosed Café Renewal Applications.

Full Board Vote: 26 In favor 0 Against 2 Abstentions 0 Present

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

- **1900 Broadway** (West 63rd Street.) Renewal application DCA#1274931 to the Department of Consumer Affairs by Sushi A-Go-Go, Inc., d/b/a Sushi A-Go-Go, for a two-year consent to operate an unenclosed sidewalk café with 18 tables and 36 seats.
Committee: 7-1-0-0.
- **225 Columbus Avenue** (West 70th Street.) Renewal application DCA# 0982077 to the Department of Consumer Affairs by Mare Mare Inc., d/b/a Bistro Cassis, for a two-year consent to operate an unenclosed sidewalk café with 6 tables and 14 seats.
Committee: 7-1-0-0.
- **302 Columbus Avenue** (West 74th –75th Streets.) Renewal application DCA #1339241 to the Department of Consumer Affairs by Lenny’s 74th Street, LLC, d/b/a Lenny’s, for a two year consent to operate an unenclosed sidewalk café with 9 tables and 18 seats.
Committee: 8-0-0-0.
- **370 Columbus Avenue** (West 77th Street.) Renewal application DCA# 1337067 to the Department of Consumer Affairs by Gari International, Inc., d/b/a Gari, for a two-year consent to operate an unenclosed sidewalk café with 11 tables and 22 seats.
Committee: 7-1-0-0.
- **384 Columbus Avenue** (West 78th -79th Streets.) Renewal application DCA# 1190075 to the Department of Consumer Affairs by 384 Columbus Avenue Associates, d/b/a Ocean Grill, for a two-year consent to operate an unenclosed sidewalk café with 20 tables and 53 seats.
Committee: 8-0-0-0.
- **201 West 79th Street** (Amsterdam Avenue.) Renewal application DCA# 1125981 to the Department of Consumer Affairs by Renolta, LLC., d/b/a Nice Matin, for a two-year consent to operate an unenclosed sidewalk café with 24 tables and 68 seats.
Committee: 8-0-0-0.
- **450 Amsterdam Avenue** (West 82nd Street.) Renewal application DCA# 1204137 to the Department of Consumer Affairs by EKD Tavern, Inc., d/b/a The Dead Poet, for a two-year consent to operate an unenclosed sidewalk café with 5 tables and 14 seats.
Committee: 7-1-0-0.
- **466 Columbus Avenue** (West 82nd – 83rd Streets.) Renewal application DCA# 1318895 to the Department of Consumer Affairs by Blossom Restaurant & Cafe, d/b/a Café Blossom, for a two-year consent to operate an unenclosed sidewalk café with 8 tables and 16 seats.
Committee: 7-1-0-0.

- **522 Columbus Avenue** (West 85th Street.) Renewal application DCA# 0895505 to the Department of Consumer Affairs by Barjer, Corp., d/b/a Firehouse Restaurant, for a two-year consent to operate an unenclosed sidewalk café with 11 tables and 29 seats.
Committee: 7-1-0-0.
- **722 Amsterdam Avenue** (West 95th Street.) Renewal application DCA# 1307957 to the Department of Consumer Affairs by Best Boat Seafood restaurant, Inc., d/b/a Charm Thai Restaurant, for a two-year consent to operate an unenclosed sidewalk café with 8 tables and 16 seats.
Committee: 7-1-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: 485 Columbus Avenue (West 83rd-84th Streets.)

Full Board Vote: 25 In favor 0 Against 0 Abstentions 0 Present

The applicant did not attend the committee meeting;

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan **disapproves without prejudice** renewal application DCA# 1249725 to the Department of Consumer Affairs by Cilantro West, LLC, d/b/a Cilantro, for a two-year consent to operate an unenclosed sidewalk café with 9 tables and 18 seats.

Committee: 8-0-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: 650 Amsterdam Avenue (West 92nd Street.)

Full Board Vote: 28 In favor 0 Against 1 Abstentions 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** reapply application DCA# 1352255 to the Department of Consumer Affairs by Olivia Ava Corp., d/b/a Edgard's Café, for a two-year consent to operate an unenclosed sidewalk café with 6 tables and 12 seats.

Committee: 7-1-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: 185 Columbus Avenue (West 68th Street.)

Full Board Vote: 27 In favor 0 Against 1 Abstention 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** new application DCA# 1386349 to the Department of Consumer Affairs by 185 Columbus Avenue, d/b/a Jalapeño, for a two-year consent to operate an unenclosed sidewalk café with 8 tables and 18 seats.

Committee: 7-1-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: 435 Amsterdam Avenue (West 80th Street.)

Full Board Vote: 22 In favor 2 Against 3 Abstentions 0 Present

The applicant agreed to remove the café on the side street and to submit revised plans, stamped by DCA before the June 7 Full Board meeting.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** new application DCA# 1387587 to the Department of Consumer Affairs by 357 Hospitality, Inc., d/b/a Spice, for a two-year consent to operate an unenclosed sidewalk café with 17 tables and 34 seats.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: 221-223 Columbus Avenue (West 70th Street.)

Full Board Vote: 18 In favor 7 Against 2 Abstentions 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** new application under change of ownership to operate existing DCA #1354470 to the Department of Consumer Amber West 70, Inc., d/b/a Amber, for a two-year consent to operate an enclosed sidewalk café with 11 tables and 22 seats.

Committee: 7-1-0-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: Central Park & West 67th Street, (at the Tavern on the Green area)

Full Board Vote: 22 In favor 2 Against 3 Abstentions 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** application to the State Liquor Authority for a two-year liquor license by Dumplings on the go, LLC, d/b/a Rickshaw Dumpling Truck.

Committee: 4-3-1-0.

RESOLUTION

Date: June 7, 2011

Committee of Origin: Business & Consumer Issues

Re: 2170-2178 Broadway (West 77th Street)

Full Board Vote: 21 In favor 3 Against 4 Abstentions 0 Present

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** application to the State Liquor Authority for a two-year liquor license by NY 2178 Broadway Operating LLC, d/b/a On The Ave.

Committee: 7-1-0-0.