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**RESOLUTION**

**Date: July 7, 2015**

**Committee of Origin: Transportation**

**Re: Amsterdam Safety Resolution - a reaffirmation and call to action.**

**Full Board Vote: 34 In Favor 5 Against 1 Abstention 0 Present**

This resolution is premised on the following facts and concerns:

Citi Bike is coming soon to the Upper West Side, resulting in an imminent and significant increase in bicycle usage on the streets of the CB7 District.

DOT has not yet acted upon Community Board 7/Manhattan's resolutions of April 3 and December 3, 2013, which included the study of a protected northbound bicycle lane, as well as a variety of other safety improvements for Amsterdam Avenue for pedestrians, the mobility-challenged, and all manner of street users.

CB7 remains committed to protecting the safety of all street users.

THEREFORE, Community Board 7/Manhattan calls upon the DOT immediately to act on and implement the safety improvements called for in our April and December 2013 resolutions, including without limitation pedestrian refuges, curb extensions, signal timing, and a protected northbound bike lane on Amsterdam Avenue and, if DOT deems a northbound bike lane not feasible on Amsterdam Avenue, then on another northbound avenue in the CB7 District together with the other safety improvements sought for Amsterdam Avenue.

*Please see April 2013 and December 2013 resolutions attached.*



## RESOLUTION

**Date: December 3, 2013**

**Committee of Origin: Transportation**

**Re: Amsterdam Avenue Safe Street**

**Full Board Vote: 35 In Favor 0 Against 5 Abstentions 0 Present**

WHEREAS, the Upper West Side is a high-density, age-diverse, and mixed-use district with a variety of street conditions and complex vehicular/pedestrian interactions, resulting in numerous and sometimes deadly accidents, particularly on Amsterdam Avenue; and

WHEREAS, the Department of Transportation has supplied statistics showing that Amsterdam Avenue's four traffic lanes are heavily used, largely because Amsterdam Avenue is one of the Upper West Side's designated northbound truck and bus routes.

WHEREAS, many of the intersections along this avenue present dangerous conditions for pedestrians, including the intersection of Amsterdam Avenue and West 73<sup>rd</sup> Street.

WHEREAS, a safer and more pleasant Amsterdam Avenue must efficiently accommodate pedestrians, bicyclists, cars, and local and regional motor vehicles.

WHEREAS, Complete Streets can improve safety by creating a car-free path for emergency response vehicles, slowing vehicles as they approach turns, and reserving space for pedestrian islands.

WHEREAS, many of the vehicular speeding as well as pedestrian safety improvements on Amsterdam Avenue could be addressed immediately with changes in the traffic light timing, installation of pedestrian countdown timers at all corners, and quickly be followed with temporary bulb-outs at the corners to shorten pedestrian crossings, all resulting in a safer avenue.

THEREFORE, BE IT RESOLVED THAT for quick action, Community Board 7/Manhattan requests the NYC Department of Transportation to immediately re-signal the timing of the traffic lights on Amsterdam Avenue, add pedestrian countdown timers at all intersections along Amsterdam Avenue in Manhattan Community District 7, and formulate a plan to shorten pedestrian crossing distances across Amsterdam Avenue using temporary bulb-outs along the avenue at as many corners as possible; and

BE IT FURTHER RESOLVED THAT Community Board 7 asks the New York City Department of Transportation to study District 7's avenues with an eye toward formulating a plan for increased safety on all avenues. Community Board 7 also asks the Department of Transportation to study and propose a possible redesign of Amsterdam Avenue, with the potential inclusion of a protected bike lane or, if not feasible, a better alternative northbound choice, such that the redesigned avenue would meet DOT standards and the CB7 community's needs for pedestrian and vehicular safety, ease of movement of people as pedestrians and as mass transit users, as well as by private vehicles, accessibility for the mobility-challenged at the curb, sufficient parking for those who depend on vehicles, and effective performance of the N.Y.P.D., the NYC Fire Department, the Department of Sanitation, and local businesses with respect to their access to and use of the street based on their direct input into the redesign process.

WHEREAS, prior measurement and observation of the use, effectiveness, safety, and accessibility of the Columbus Avenue redesign have yielded uncertainty regarding its overall success in any of those areas.

BE IT FURTHER RESOLVED THAT Community Board 7 asks the New York City Department of Transportation to continue to measure and evaluate the usage by all vehicles, traffic impact, and overall safety of the Columbus Avenue redesign as to its overall degree of use, effectiveness, safety, accessibility for the mobility-challenged, and access for emergency vehicles.

WHEREAS, future safety for all will depend on improved successful enforcement of moving vehicle regulations for all vehicles.

BE IT FURTHER RESOLVED THAT Community Board 7/Manhattan reaffirms its earlier resolution from April of 2013 asking for pedestrian safety efforts with increased enforcement of moving vehicle violations and red light cameras.

**RESOLUTION**

**Date: April 3, 2013**

**Committee of Origin: Transportation**

**Re: Pedestrian Safety - red light and one way enforcement.**

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

*Committee: 9-0-0-0. Non-Committee Board Members: 2-0-0-0.*

This resolution is premised on the following facts and concerns:

- The Working Principles of CB7 state: Every person feels safe and is safe walking across neighborhood streets, on sidewalks and in parks and other open spaces. Pedestrians are at their most vulnerable when crossing streets
- Motor vehicles caused 279 deaths and 54,000 injuries on New York City streets last year, and 20 pedestrians were killed by motor vehicles in January 2013.
- Seniors and others feel a very real sense of danger when bicycles are operated dangerously.
- Motor vehicles endanger, injure and kill pedestrians most often by: speeding, failure to yield to pedestrians, running red lights, jumping the curb and backing up dangerously. In addition, drivers of many large trucks and buses fail to see pedestrians due to poor design or equipment violations.
- Cyclists create dangerous situations when: riding the wrong way on one-way streets, riding too close to pedestrians attempting to cross a road, failing to yield to pedestrians at intersections and not stopping at red lights. These violations not only endanger pedestrians, but also other cyclists, motor vehicle operators and passengers.

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan: calls upon the 20<sup>th</sup> and 24<sup>th</sup> precincts of NYPD in our district to enforce those laws already in place to protect our pedestrians, prioritizing enforcement so that it targets those vehicle operators and behaviors that have the potential to cause the most harm; specifically those of speeding, failure to yield to pedestrians, failure to obey red lights, backing up dangerously and traveling the wrong direction on one-way streets, and

BE IT FURTHER RESOLVED THAT CB7 asks the mayor and the city council to immediately make any needed funds available to allow the NYPD or other appropriate agency to successfully enforce these laws without taking away from their other necessary duties, and

BE IT FURTHER RESOLVED THAT [to aid NYPD in this enforcement] CB7 asks the state legislature to release the funds to install speed and red light cameras at all major intersections on the Upper West Side to document and reduce speeding and red-light running by motorists, and

BE IT FURTHER RESOLVED THAT the City and State of New York review and update all laws pertaining to cyclists in order to allow increasing numbers of bicyclists to travel in a reasonable, safe manner on our streets.

**RESOLUTION**

**Date: July 7, 2015**

**Committee of Origin: Transportation**

**Re: Newsstand on N/W/C Columbus Avenue & West 97<sup>th</sup> Street, I/F/O 808 Columbus Avenue.**

**Full Board Vote: 40 In Favor 0 Against 0 Abstentions 0 Present**

*Committee: 8-0-0-0. Non-Committee Board Members: 2-0-0-0.*

The applicant did not attend the meeting;

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **disapproves** new application # 7407-2015-ANWS to the Department of Consumer Affairs by Gulshanara Khanom to construct and operate a newsstand on the northwest corner of Columbus Avenue and West 97<sup>th</sup> Street, in front of 808 Columbus Avenue.



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**RESOLUTION**

**Date: July 7, 2015**

**Committee of Origin: Preservation**

**Re: 188 Columbus Avenue d/b/a to be determined (West 68<sup>th</sup> – 69<sup>th</sup> Streets.) Application #16-8840 to the Landmarks Preservation Commission to legalize the installation of storefront infill without Landmarks Preservation Commission permits.**

**Full Board Vote: 37 In Favor 1 Against 0 Abstentions 0 Present**

*Committee: 3-0-1-0. Non-Committee Board Member: 1-0-0-0.*

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

- The tripartite design of the dark bronze anodized aluminum and glass storefront is similar to the design of the existing storefront at the time of designation.
- The tripartite design is visually consistent with other similar-width storefronts on the block and in the immediate vicinity.
- The existing cast iron decorative pilasters at the edges of the storefront remain exposed.

The Preservation Committee of Community Board 7/ Manhattan believes that the design of the storefront infill is reasonably appropriate to the historic character of the building and of the Historic District.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the storefront infill design.

**RESOLUTION**

**Date: July 7, 2015**

**Committee of Origin: Preservation**

**Re: 132 West 75<sup>th</sup> Street (Amsterdam – Columbus Avenues.) Application #16-1479 to the Landmarks Preservation Commission to construct rooftop and rear yard additions, alter the rear façade, and excavate the rear yard.**

**Full Board Vote A: 33 In Favor 3 Against 0 Abstentions 0 Present**

*Committee: 4-0-0-0. Non-Committee Board Member: 1-0-0-0.*

**Full Board Vote B: 35 In Favor 0 Against 0 Abstentions 0 Present**

*Committee: 4-0-0-0. Non-Committee Board Member: 1-0-0-0.*

A. Regarding the rooftop addition, the following facts and concerns were taken into account in arriving at our conclusion:

- The new rooftop addition will be clad in light brown stucco, with large central glazing panels.
- The existing roof will be removed and a new roof constructed at a lower elevation, minimizing the height that the addition extends above the original roofline.
- The rooftop addition will be set back from both the front (which has a deep cornice) and rear facades, and will not be visible from the public way.

The Preservation Committee of Community Board 7/ Manhattan believes that the design of the rooftop addition, in not being visible from the public way, is reasonably appropriate to the historic character of the building and of the Historic District. The Committee recommends the cladding be changed to brick.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the rooftop addition.

B. Regarding the rear yard addition and rear yard excavation, the following facts and concerns were taken into account in arriving at our conclusion:

- The existing half-width 3-story rear yard addition will be replaced by a full-width, 4-story rear yard addition set back 30 feet from the rear lot line. The existing top floor façade will remain visible.
- At the top floor, the three existing punched masonry openings will be retained, with the one of the sills lowered to create a new door opening. The two existing double-hung windows will be replaced with single “Tilt and Turn” units.
- The rear yard addition will be clad in red brick, framing large glazed window groupings.
- The fenestration will be painted wood, a combination of French doors, sliding doors and fixed glass panes, all below transom units.
- A new “greenhouse structure” will be constructed at the Garden Level, extending 6 feet forward of the new full-width addition, intruding into the 30 foot rear yard.

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- The “greenhouse” will be constructed of aluminum and glass, with a very shallow-pitched, walkable roof that will serve as a balcony off the Parlor Floor above.
- The dark metal railings for the skylight roofdeck and the various “Juliet” balconies within the addition’s façade will all consist of vertical bars.
- The dark metal railings for the fifth floor and penthouse roof decks and for the roof of the rooftop addition will all be constructed of horizontal elements.
- The rear yard will be excavated approximately 12 feet, including 6 feet below the greenhouse footprint and 6 additional feet for a new stair areaway down to the Cellar. Only 18 feet of rear yard depth remains.

The Committee had several concerns about the design presented, in which a number of the components and elements seemed undeveloped or unresolved. To render the proposed design more appropriate to the historical character of the building, the context of this block interior, and the Historic District, the Committee requested that the following modifications be made:

- That double-hung windows be installed at the top floor, in lieu of the two “Tilt and Turn” units proposed.
- That the sliding doors proposed adjacent to the French doors at the Parlor Floor become fixed units, since they serve no real circulation function. This will help simplify and visually unify the overall fenestration.
- That all the railings employ a single vocabulary.
- That because the “greenhouse” structure and its adjacent stairway areaway permanently reduce the open rear yard area, they should be eliminated entirely.

The Preservation Committee of Community Board 7/ Manhattan believes that without these requested modifications, the design of the rear yard addition is inappropriate to the historic character of the building and of the Historic District.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **disapproves the rear yard addition UNLESS** the rear fenestration is modified as described above, there is a single vocabulary of railings, and the “greenhouse” is removed. Furthermore, the Committee **disapproves the rear yard excavation** to create a new stair areaway entirely.



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**RESOLUTION**

**Date: July 7, 2015**

**Committee of Origin: Preservation**

**Re: 106 West 80<sup>th</sup> Street (Columbus Avenue.) Application #17-1249 to the Landmarks Preservation Commission to legalize facade restoration work completed in non-compliance with Permit for Minor Work 13-5384.**

**Full Board Vote: 36 In Favor 0 Against 0 Abstentions 0 Present**

*Committee: 4-0-0-0. Non-Committee Board Member: 1-0-0-0.*

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

- The existing brownstone street façade was repaired and restored in 2012.
- The original stoop and Parlor Floor entrance were removed sometime prior to the 1930's tax photo.
- The pre-2012 Basement Level front entrance consisted of a storefront style metal and glass front door framed by flat stone panels.
- The design of the new front door entry surround consists of fluted pilasters with Ionic capitals supporting a simple entablature with a decorative cornice. The new entry surround is constructed of brownstone, to match the rest of the restored facade.
- While not the original design, the new design is similar to a number of other Basement Level and Parlor Floor entrances on the block and in the immediate neighborhood.

The Preservation Committee of Community Board 7/ Manhattan believes that the design of the entry surround is reasonably appropriate to the historic character of the building and of the Historic District.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the design of the work done around the entry door.





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**RESOLUTION**

**Date: July 7, 2015**

**Committee of Origin: Preservation**

**Re: 347 West 84<sup>th</sup> Street (West End Avenue – Broadway.) Application to the Landmarks Preservation Commission for a window replacement, 2-story rear yard addition and penthouse extension.**

**Full Board Vote: 31 In Favor 4 Against 1 Abstention 0 Present**

*Committee: 4-0-0-0. Non-Committee Board Member: 1-0-0-0.*

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

- The existing structure is a four story building, unique in the block, and situated between two five-story rowhouses of different heights, each part of a larger rowhouse grouping.
- The existing vinyl clad double-hung windows on the front façade will be replaced by new wood double-hung windows.
- The existing one story full-width rear yard addition will be replaced by new two-story full width rear yard addition set back 30 feet from the rear lot line.
- The existing top floor facade will remain exposed. The sills of the three existing masonry opening will be lowered – one extending down to the floor to create a new door opening, two extended down slightly to create lower sills for the new double-hung windows.
- The rear yard addition will be clad in brick with large central glazed openings. The fenestration, including several lot-line windows on the east wall will be dark steel and glass, with true divided lites.
- Railings at the rear balconies and decks will be dark metal, with vertical bars. The balconies and decks will incorporate vegetation. Decking material will be epe or tigerwood.
- The rear yard will be paved in porous pea gravel.
- The new rooftop addition will be pulled back from the front and rear parapets, not visible from the public way. The roof elevation will be lowered to minimize the height the penthouse projects above the roof level. It will be clad in light stucco, with simple steel and glass. There will be a pitched standing seam metal roof with a skylight.

The Preservation Committee of Community Board 7/ Manhattan believes that the proposed window replacement, and the design of the 2-story rear yard addition and penthouse addition are all reasonably appropriate to the historic character of the building and of the Historic District. The Committee commends the applicant on a thorough presentation and a well thought-through design.

**THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the window replacement work, the 2-story rear yard addition and the penthouse addition.**

**RESOLUTION**

**Date: July 7, 2015**

**Committee of Origin: Business & Consumer Issues**

**Re: 100 West 82<sup>nd</sup> Street (Columbus Avenue.)**

**Full Board Vote: 34 In Favor 0 Against 0 Abstentions 0 Present**

*Committee: 5-0-0-0. Non-Committee Board Members: 2-0-0-0.*

BE IT RESOLVED THAT Community Board 7/Manhattan **approves** the applications to the State Liquor Authority for two-year liquor licenses by Columbus Flame Inc., d/b/a To be Determined.



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**RESOLUTION**

**Date: July 7, 2015**

**Committee of Origin: Business & Consumer Issues**

**Re: 982 Amsterdam Avenue (West 108<sup>th</sup> Street.)**

**Full Board Vote: 34 In Favor 0 Against 0 Abstentions 0 Present**

*Committee: 5-0-0-0. Non-Committee Board Members: 2-0-0-0.*

BE IT RESOLVED THAT Community Board 7/Manhattan **disapproves** the application to the State Liquor Authority for two-year liquor licenses by Amity Hall Uptown Inc., d/b/a Amity Hall, unless the applicant adds the following to its method of operations:

- Amend the hours of operation in their method of operation to Sunday, Monday, Tuesday, Wednesday 11am to 2am and Thursday, Friday, and Saturday 11am to 3am and submit that amended method of operation as soon as possible but by July 6, 2015.

**RESOLUTION****Date: July 7, 2015****Committee of Origin: Business & Consumer Issues****Re: 261 Columbus Avenue (West 72<sup>nd</sup> Street.)****Full Board Vote: 35 In Favor 0 Against 0 Abstentions 0 Present***Committee: 4-0-0-0. Non-Committee Board Members: 2-0-0-0.*

BE IT RESOLVED THAT Community Board 7/Manhattan **approves** renewal application # 1111397-DCA to the Department of Consumer Affairs by Pggs Gourmet, Inc., d/b/a Columbus Gourmet Food, for a four-year consent to operate an unenclosed sidewalk café with 6 tables and 16 seats.

**RESOLUTION****Date: July 7, 2015****Committee of Origin: Business & Consumer Issues****Re: 2791 Broadway (West 107<sup>th</sup> – 108<sup>th</sup> Street.)****Full Board Vote: 30 In Favor 4 Against 1 Abstentions 0 Present***Committee: 4-0-0-0. Non-Committee Board Members: 2-0-0-0*

BE IT RESOLVED THAT Community Board 7/Manhattan **approves** new application (change of ownership) #7460-2014-ASWC/ ULURP #N150036ECM to the Department of Consumer Affairs by Lornick Hospitality, LLC, d/b/a Mezzogiorno, for a four-year consent to operate an enclosed sidewalk café with 15 tables and 52 seats.

**RESOLUTION**

**Date: July 7, 2015**

**Committee of Origin: Business & Consumer Issues**

**Re: 225 Columbus Avenue (West 70<sup>th</sup> Street.)**

**Full Board Vote: 35 In Favor 0 Against 0 Abstentions 0 Present**

*Committee: 7-0-0-0.*

The applicant did not attend the committee meeting;

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan **disapproves without prejudice** renewal application # 0982077-DCA 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.

**RESOLUTION****Date: July 7, 2015****Committee of Origin: Business & Consumer Issues****Re: 158 West 72<sup>nd</sup> Street (Amsterdam Avenue.)****Full Board Vote: 28 In Favor 5 Against 1 Abstention 0 Present***Committee: 7-0-0-0.*

BE IT RESOLVED THAT Community Board 7/Manhattan **approves** new application #7330-2015-ASWC to the Department of Consumer Affairs by Seven Turkish Grill, d/b/a Seven's Mediterranean Turkish Grill for a four-year consent to operate an unenclosed sidewalk café with 5 tables and 10 seats.

**RESOLUTION****Date: July 7, 2015****Committee of Origin: Business & Consumer Issues****Re: 2800 Broadway (West 108<sup>th</sup> Street.)****Full Board Vote: 18 In Favor 8 Against 4 Abstentions 0 Present**

BE IT RESOLVED THAT Community Board 7/Manhattan **approves** new application #6603-2015-ASWC to the Department of Consumer Affairs by 2800 Restaurant Corp. d/b/a Manchester Diner for a four-year consent to operate an unenclosed sidewalk café with 8 tables and 16 seats.

*The BCI Committee disapproved the application: 7-0-0-0.*