

THE CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD 7

250 West 87th Street, New York, NY 10024 • Phone (212) 362-4008

Website: <https://nyc.gov/mcb7> • E-mail: mn07@cb.nyc.gov

RESOLUTION

Date: March 7, 2023

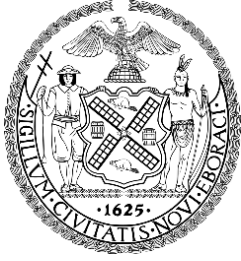
Committee of Origin: Business & Consumer Issues

Re: 164-166 West 75th Street (Amsterdam Avenue.)

Full Board Vote: 38 In Favor 1 Against 0 Abstentions 0 Present

Committee: 6-0-0-0. Non-Committee Board Member: 2-0-0-0.

BE IT RESOLVED THAT Community Board 7 / Manhattan **approved** new application to the SLA for two-year liquor license by Sempre 75, LLC d/b/a Sempre Oggi.



THE CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD 7

250 West 87th Street, New York, NY 10024 • Phone (212) 362-4008

Website: <https://nyc.gov/mcb7> • E-mail: mn07@cb.nyc.gov

RESOLUTION

Date: March 7, 2023

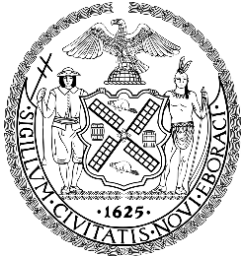
Committee of Origin: Business & Consumer Issues

Re: 2030 Broadway (West 69th – 70th Streets.)

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

Committee: 6-0-0-0. Non-Committee Board Member: 2-0-0-0.

BE IT RESOLVED THAT Community Board 7 / Manhattan **approved** new and Temporary Retail Permit application to the SLA for a two-year liquor license by HDR Holdings New York, LLC d/b/a Wonder.



THE CITY OF NEW YORK MANHATTAN COMMUNITY BOARD 7

250 West 87th Street, New York, NY 10024 • Phone (212) 362-4008

Website: <https://nyc.gov/mcb7> • E-mail: mn07@cb.nyc.gov

RESOLUTION

Date: March 7, 2023

Committee of Origin: Preservation

Re: 43 West 74th Street (Columbus Avenue – Central Park West.) **Application to the Landmarks Preservation Commission for a certificate of appropriateness for a rooftop addition with bulkheads.**

Full Board Vote: 34 In Favor 2 Against 1 Abstentions 0 Present

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

This resolution is based on the following facts:

The subject building is 4-story plus basement townhouse-built ca. 1890-93 by architect Edward L. Angell in the Renaissance Revival Style with Queen Anne elements. Its primary front façade is clad in classic brownstone. The building is included in the Upper West Side – Central Park West Historic District.

Rooftop Addition

The application seeks to add a rooftop addition with elevator and stair bulkheads above. The proposed addition will not be visible from any public way and will be set back approximately 22 feet from the front roof cornice and 3 feet from the existing rear façade. The front and rear facades of the rooftop addition will be clad in brick with fenestration to match the previously approved window systems currently on the rear façade.

Rear Façade

The existing condition includes a full-height L extension that is nearly full-depth to the rear lot line. It includes bay windows at the top two floors.

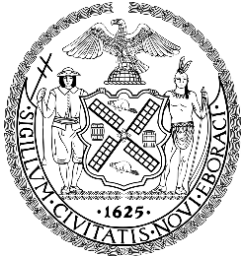
The proposal is to reduce the L-extension by leaving it full-depth at the ground level, then pulling back the rear extension façade to a depth of 30 feet at the parlor and second floors, and removing the L-extension at the top floor. The result will include terraces at the parlor and 4th floors.

The proposal includes using the previously approved divided light casement window system on the entire rear façade, including the new L-extension and main rear façade openings. The proposed windows are amply surrounded by brick masonry construction.

The main rear façade is proud of that of its neighbors. As a result, the main rear façade is not co-planar with that of the buildings on either side.

The proposed rooftop addition and the reduced rear L extension are appropriate to the character of the Historic District. The use of previously approved alternate fenestration at the top floor of the rear façade is appropriate in part because that portion of the façade is not co-planar with the buildings on either side, making the use of non-historic/non-utilitarian punched windows appropriate in this context.

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan **recommends approval** of the proposed rooftop addition and rear façade alterations as appropriate to the character of the Historic District.



THE CITY OF NEW YORK MANHATTAN COMMUNITY BOARD 7

250 West 87th Street, New York, NY 10024 • Phone (212) 362-4008

Website: <https://nyc.gov/mcb7> • E-mail: mn07@cb.nyc.gov

RESOLUTION

Date: March 7, 2023

Committee of Origin: Preservation

Re: 172 West 79th Street, Apt 18F (Amsterdam – Columbus Avenues.) Application to the Landmarks Preservation Commission for window replacements.

Full Board Vote: 27 In Favor 3 Against 6 Abstentions 0 Present

Committee: 5-0-2-0. Non-Committee Board Member: 2-0-0-0.

This resolution is based on the following facts:

The subject building is an 18-story brick apartment building in the neo-renaissance style built ca. 1930-35. The building is included in the Upper West Side – Central Park West Historic District.

The existing condition in the apartment at issue consists of 6:1 double-hung aluminum replacement windows. The subject windows are near the top of the secondary façade facing south.

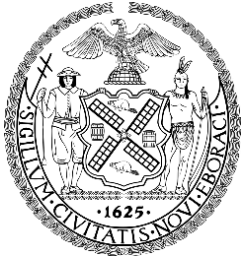
The subject windows are minimally visible from a distance over the top of shorter buildings to the south.

The two primary facades of the building include similar 6:1 double-hung replacement aluminum windows. The existing condition on the secondary façade includes one group of plate glass picture windows. There are other plate glass replacement windows on other secondary facades of other buildings elsewhere on the same block.

The proposal is to replace the existing windows with plate glass picture windows without muntin's or mullions.

The use of non-historic replacement windows without any divided light is minimally appropriate to the character of the building and the Historic District. The determination of appropriateness in this context is expressly based on the windows in question being on a secondary façade in a minimally visible location.

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan **recommends approval** of the proposed replacement windows as appropriate to the character of the Historic District. Such determination in no way is a precedent for similar fenestration proposals on the primary facades or in a more visible context on the secondary facades.



THE CITY OF NEW YORK MANHATTAN COMMUNITY BOARD 7

250 West 87th Street, New York, NY 10024 • Phone (212) 362-4008

Website: <https://nyc.gov/mcb7> • E-mail: mn07@cb.nyc.gov

RESOLUTION

Date: March 7, 2023

Committee of Origin: Re: 400 West End Avenue, Apt #17C (West 79th – 80th Streets.) Application to the Landmarks Preservation Commission for window replacement.

Full Board Vote: 37 In Favor 0 Against 1 Abstention 0 Present

Committee: 7-0-0-0. Non-Committee Board Member: 2-0-0-0.

This resolution is based on the following facts:

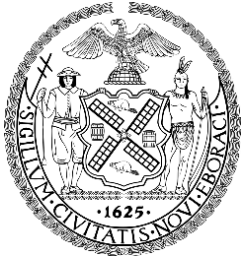
The subject building is an 18-story plus penthouse apartment building in the Art Deco style constructed ca. 1930-31 by architects Margon and Holder. It is located in the Riverside Drive - West End Historic District Extension I. Its two primary facades (facing West 79th Street and West End Avenue) are principally composed of dark red brick with a two-story stone base, stone details on individual windows on upper floors, a decorative stone surround to the main entrance, and other decorative elements.

The applicant's proposal concerns windows on the building's primary facades as well as windows obscured from visibility by a terrace.

- The original condition was steel casement windows with divided light – two operable divided light windows flanked by sidelights and with transom above.
- No original windows remain on the building.
- The existing condition consists of non-original aluminum 1:1 double-hung replacement windows that have outlived their useful life.
- The applicant seeks to replace the existing windows with Marvin aluminum windows with a more historic character and feel.
- The proposed windows will have a dark bronze anodized finish which will be consistent with the color and materials of the existing façade fenestration.
- The proposed windows will be 1:1 double-hung that will mimick the existing aluminum dimensions, except for the non-visible terrace doors, which will be sliders.
- LPC previously approved (ca. 2019) similar 1:1 double-hung windows on the 15th floor of this building. CB7 also approved similar Colby windows on the 7th floor of this building in January 2023. Other owners in this building are expected to make similar applications going forward.

The continuation of uniformity of the appearance of the façade using windows with more historic detailing in conjunction with the color and materials of the proposed windows are collectively appropriate to the character of the Historic District.

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan resolves to **approve** the application as appropriate to the character of the Historic District.



THE CITY OF NEW YORK MANHATTAN COMMUNITY BOARD 7

250 West 87th Street, New York, NY 10024 • Phone (212) 362-4008

Website: <https://nyc.gov/mcb7> • E-mail: mn07@cb.nyc.gov

RESOLUTION

Date: March 7, 2023

Committees of Origin: Transportation *Joint with Parks & Environment*

Re: Proposed e-bike charging station at West 72nd Street and Broadway.

Full Board Vote: 27 In Favor 8 Against 2 Abstentions 1 Present

Joint Committees: 9-4-2-0. Non-Committee Board Member: 2-0-2-0.

The following facts and concerns were considered in arriving at our conclusion:

In October 2022, Mayor Eric Adams and Senator Charles Schumer announced a \$1MM federally-funded program to create physical hubs for e-bike charging and delivery worker rest stops (“Hubs”) at three locations: Williamsburg, City Hall, and the Upper West Side.

The Upper West Side Hub (“UWS Hub”) is slated to replace the shuttered newsstand on the pedestrian plaza south of the headhouse (the subway station building) on the south side of West 72nd Street at Broadway. The following services would be offered: charging for electric bikes and cellphones, e-bike repair services, and a shelter and rest area for e-bikers.

In 2011, in response to pedestrian safety concerns, NYC DOT implemented a major re-engineering of the West 71st and Broadway intersection. The crosswalks were lengthened and the pedestrian plaza was expanded, among other modifications. Before this re-engineering, the intersection was ranked 94th percentile in NYC for pedestrian crashes according to NYS Dept of Motor Vehicles and DOT.

Even after the DOT re-engineering, congestion and safety concerns remain as the pedestrian plaza is only 52 feet at its widest along the south side of the headhouse and 14 feet wide at its narrowest, at West 71st Street and Broadway. It is designated a NYC Park, which means that the only permitted motorized vehicles here are official NYC or emergency vehicles. Any e-bike users are required to dismount and walk their e-bikes from the curb to the UWS Hub. The pedestrian plaza is also used by the Broadway Mall Association for sculpture installations from time to time.

Pedestrian and Vehicular Congestion:

The UWS Hub is at the nexus of three major streets, Broadway, Amsterdam Avenue, and West 72nd Street, each of which falls in the top 2.5% of city streets based on volume of pedestrian traffic as calculated by NYC's DOT. It also sits atop three subway lines, and in the middle of the stops for five bus lines. There is a single unprotected bike lane that begins only one block south of the intersection.

The plaza is bordered by wrought iron fencing and is only accessible from three pedestrian access points or from the southern side of the southern subway headhouse. Allowing e-bikes through these bottlenecks could endanger pedestrians if bikers fail to dismount and could also cause pedestrian traffic flow to back up dangerously into high volume vehicular traffic.

The plazas north and south of the subway station have long-standing and unabated issues with rats, garbage, and urine, which prompted the Friends of Verdi Square to undertake renovation of a portion of the plaza north of West 72nd Street four years ago.

The MTA Subway Station at West 72nd Street and Broadway:

- The Broadway/72nd street subway station is among the top 5% of the subway stations in New York City in terms of riders, and
- In November 2022, average daily subway ridership at both headhouses *combined* was about

- 31,000 per day on a weekday and about 26,000 per day on a weekend day.
- During the same time period, the average daily usage for just the south headhouse – immediately adjacent to the proposed UWS Hub – was about 15,000 on an average weekday and about 12,000 on an average weekend day.

Risks from Lithium-ion Batteries Used in Electric-Bikes:

The danger of fire while charging or storing the lithium-ion batteries used in electric bikes is well-documented: NYCHA and many private buildings have instituted policies against, or restrictions on, e-charging, and a new City Council bill has been introduced to repeal the legalization of e-bikes and e-scooters throughout the City. We consider a mass e-charging location atop a major MTA station, at a congested pedestrian plaza, extremely dangerous.

According to FDNY*, *"Fires caused by lithium-ion batteries have increased dramatically in New York City with deadly consequences. These rechargeable batteries are found in electric bikes and scooters, cars, laptops, tablets, phones and common household devices. Lithium-ion battery fires have caused deaths, serious injuries and devastating damage to property around the city."* and *"Water may not prevent a battery from burning and spreading. Battery cells are known to explode and quickly spread to another battery."*

Project Management:

At this point, it is not clear to Community Board 7 which agency or organization will be responsible for the design, construction, ongoing operation, and maintenance of the UWS Hub and the pedestrian plaza where it will be situated. It is our understanding that Third Sector New England, the likely "management" company for this, is based in Boston with no presence in New York City. Funding sources for ongoing operation and maintenance of the UWS Hub have also not been identified.

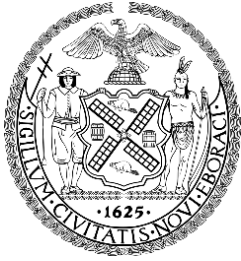
Public Comments:

MCB7 conducted extensive outreach in the weeks leading up to this joint committee meeting. We received 203 pieces of written testimony on this topic, of which 177 were mostly overwhelmingly negative. Some specific concerns raised were:

- Dangers of lithium-ion battery charging / fire safety
- Dangerous riding habits of delivery workers, specifically in the immediate area, but also in general.
- Delivery vehicles are generally unlicensed and uninsured, resulting in little or no accountability in the event of an accident.
- Increasing congestion, both vehicular and pedestrian
- Private use of public park land
- Concerns expressed by seniors worried about their safety while navigating this congested area, especially while accessing the subway.
- Further reduction of open space in the immediate area

THEREFORE BE IT RESOLVED THAT Community Board 7/Manhattan **strongly believes** the UWS Hub on the pedestrian plaza south of the subway station at West 72nd Street and Broadway **is wholly inappropriate** as a location for an e-bike charging station and rest area due to vehicular and pedestrian congestion, and the fire risk posed by an assemblage of electric bikes charging in one location, atop a major subway station, surrounded by residential and commercial buildings. Testimony from neighborhood residents is overwhelmingly opposed to this proposed UWS Hub location. **We urge** the Mayor's office to consider an alternate location for the e-bike Hub.

**Dangers of Lithium-ion Batteries - FDNY Fire Safety Tips*



THE CITY OF NEW YORK MANHATTAN COMMUNITY BOARD 7

250 West 87th Street, New York, NY 10024 • Phone (212) 362-4008

Website: <https://nyc.gov/mcb7> • E-mail: mn07@cb.nyc.gov

RESOLUTION

Date: March 7, 2023

Committee of Origin: Transportation *Joint with Parks & Environment*

Re: Pedestrian Crossing at West 63rd Street and West Drive in Central Park.

Full Board Vote: 27 In Favor 3 Against 3 Abstentions 0 Present

Joint Committees: 13-4-0-0.

The following facts and concerns were considered in arriving at our conclusion:

- CB7 understands that the Department of Transportation is studying Central Park's roadways and traffic infrastructure to create a Master Plan, and
- The pedestrian crossing at West 63rd Street and the West Drive in Central Park ("the West 63rd Street crossing") already has extra signage to address pedestrian safety: four pedestrian crossing signs, two "10 MPH" signs, and one metal barricade to narrow the road by one lane at the crossing, and
- The West 63rd Street crossing is used most schooldays by an average of 270 young children from Ethical Culture (grades 1 – 5) and 100 children in the West Side YMCA Early Childhood Program (aged 6 months to 5 years old) to access the Heckscher Ball Fields in Central Park. During summer months, the West Side YMCA also brings 200 summer campers into the park (aged 5 – 12 years). The crossing is also used by countless dog owners of all ages, and
- In September 2014, a fatal traffic accident involving a bike and pedestrian occurred at the crossing of West 63rd Street and the West Drive in Central Park resulting in the pedestrian's death, and
- Over 1,300 community members have signed an online petition urging DOT to address pedestrian safety concerns at this intersection, and
- On August 2, 2022, New York City Council Member Gale A. Brewer wrote to DOT Commissioner Rodriguez in response to ongoing, prolonged community concern, asking for mitigation measures before September 2022, which have not yet happened, and
- On September 26, 2022, a lawsuit was filed in the Southern District (case #22-CV-08210), asking for safety improvements on an urgent basis

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan joins New York City Council Member Brewer in requesting that the Department of Transportation **act with urgency** to improve pedestrian safety at the West 63rd Street crossing in Central Park without waiting for the introduction or implementation of a Master Plan. MCB7 suggests consideration of the following for implementation prior to the start of the school year in September 2023:

1. Designate the crosswalk a school safety zone.
2. Install lights and signs appropriate for a New York City school safety zone.
3. Install traffic-calming devices such as speed bumps, a raised crosswalk, barricades, bollards, or stanchions to slow bicycles and other vehicles.

BE IT FURTHER RESOLVED THAT these added safety features shall be incorporated or enhanced by other safety features if a Master Plan is implemented.

BE IT FURTHER RESOLVED THAT similar safety measures be considered for other crosswalks in Central Park with proximity to schools with young children.