

## **COMMUNITY BOARD 7/MANHATTAN MINUTES**

### **Full Board Meeting Minutes**

Community Board 7/Manhattan's Full Board met on Tuesday, July 2, 2019, at Goddard Riverside Center in the district. Chair Roberta Semer called the meeting to order at 6:30 pm after the Secretary confirmed the existence of a quorum.

*Approval of minutes from previous full board meeting*

*VOTE: 32-0-0*

*Chair's Report:*

*Roberta Semer*

Comments Roberta presented the Task Forces comments to The NYC Charter Revision Commission. They will submit their 2019 Ballot Proposals over the summer.

Community Board sent a letter of thanks to Council Member Fernando Cabrera for the extra money we received. We will be getting money again this fiscal year from the Council.

IMPORTANT CHANGES OF MEETING DATES: Because of Jewish Holy Days the Board will meet on Wednesday October 2<sup>nd</sup>. The Transportation committee will meet on Tuesday October 29<sup>th</sup> and BCI will meet on Wednesday, October 30<sup>th</sup>.

Urban Planning consultant, George Janes will make his presentation on daylight and effect on surrounding community at Steering on July 16<sup>th</sup>.

Beta NYC has created a new data base for the Community Board on the Air Base platform. It provides a list of organizations and other resources in the community.

Introduced Joshua Cohen

*Announcement of Election of Board Officers for 2019-2020*

*Joshua Cohen, Chair, Elections*

*Committee:* Nominations will take place at the September 3 Full Board Meeting and the elections will be at the October 2<sup>nd</sup> Full Board meeting, which is on Wednesday.

***Community Session*** – *We welcome all members of our community (residents, businesses, CBOs) who would like to speak on issues of interest to them. Members of the community are granted one minute for remarks, and we will also accept a written copy for the record.*

Peter Arndtsen

Events calendar available.

Zac Campbell, Gilder Center

Museum officially broke ground last month. Will be a resource for science and education and technology.

Removal of structure (glass pavilion and neighboring buildings) has begun and continues. Trucks per day: 5-10/day.

Gary Watkins, Riverside Park Pedestrian Safety

Was here three years ago and was told something would be done about bikes in Riverside Park. Four year old child was almost killed.

Stuart Rakley, Boat Basin

Improperly suppressed ingress and egress at Boat Basin. June 14 and June 29. Management put up barriers that impeded people from using ADA ramps at the boat basin.

**Community Board 7/ Manhattan**

Delano Wood, Dorot

Nonprofit to alleviate social isolation among seniors. Flyer with programs available.

Deputy Inspector Malin

Crime down 17% for the year, up slightly in 28 days. Spike in bike thefts. Never lock to sign pole or scaffolding. Use a U lock and a secondary lock. No reports of secondary lock with bike stolen. Not necessarily safe in the storage room, should be locked even there.

Initiative to crack down on bike collisions. Outreach at most visible intersections. 20<sup>th</sup> Precinct – 27 bike collisions. 3% enforcement for bikes. Running red light, fail to yield to pedestrians, vehicles parked in bike lanes, etc.

*Manhattan Borough President's Report*

*April Adams*

July 11 zoning resolution public hearing – flyers available.

### ***Business Session***

**Joint Committees of Preservation, Mark Diller, Chairperson, Parks & Environment, Ken Coughlin and Jennifer Markas, Co-Chairpersons, and Transportation, Suzanne Robotti and Howard Yaruss, Co-Chairpersons,**

**Resolution Re:**

1. NYC Department of Transportation application to the Landmarks Preservation Commission (#LPC-19-40368) for the renovation of the West 79<sup>th</sup> Street Rotunda Complex.

Two basic buckets: restoration and refurbishment of what's there already; adding new features. The fountain will be returned to service, with working jets and whimsical elements. Restoring bronze handrails and light fixtures, terra cotta and masonry. Open up three of the semi-circular bays and use them to create parks office space. ADA compliant ramps. New street light fixtures. Install reinforced concrete core. New vents to vent fumes from cooking. Glass will be transparent, but will have a surface to keep birds from flying in.

Resolution is to approve as appropriate.

**VOTE: 37-0-1-0**

**Transportation Committee, Suzanne Robotti and Howard Yaruss, Co-Chairpersons**

**Resolutions Re:**

2. **72 West 106<sup>th</sup> Street, New Family Radio Dispatch** (Columbus Avenue.) Renewal application #B01527 to the NYC Taxi & Limousine Commission by New Family Radio Dispatch for a renewal of their For Hire Base Station License.

Resolution is to approve is adopted.

**VOTE: 36-1-0-0**

3. **Central Park West.** NYC DOT Proposed Protected Bike Lane on Central Park West from 59<sup>th</sup> Street to 110<sup>th</sup> Street.

Committee reached out to DOT in light of the death of a cyclist last summer and asked for a two-way protected bike lane.

Ed Pincar presentation. One way northbound protected bike lane. Many injuries happen at transverses.

Protected bike lanes lead to a decrease in pedestrian injuries as well – 21%. Protected bike lanes are one of the most successful tools for reducing crashes among all users. CPW is a very challenging corridor. Additional vehicle volume on CPW after Central Park closed to cars. Very heavy vehicle traffic in both directions. Heavy turn volume at the transverse intersections, both southbound left, northbound right and eastbound through. MTA

buses also go along this street. A lot of other uses of the curb as well. Current lane is not separated from traffic and sometimes people double park in the bike lane. Maintain the parking on the west side of the street. Maintain two travel lanes each direction because of heavy traffic volume. Remove the parking from the east curb of CPW. Flexible deliniators and plastic bollards to separate moving vehicle traffic from the bike lane. Painted pedestrian islands at the cross streets. Specifically designed the bus lane in a way that buses can pull to the curb to let people get off and board. Dedicated turn lanes into the transverses from both directions. Maintain traffic capacity during the peak periods.

Deputy Inspector Malin: If you're going to have a bike lane, do it right and make it protected. Amount of vehicles parked in the bike lanes is very large. If current design exists, it's not if but when someone else will be killed. Bike enforcement: bike collisions represent about 3% of total collisions so enforcement is in line. 97% of collisions are vehicle on vehicle, vehicle on bike, vehicle on pedestrian.

Janet Davis

Represent 30 buildings that have contacted me and overwhelmingly the residents of CPW are opposed. Thousands of people who live there versus pitifully few bikers who use it. I called 911 when Madison died. She was wrong. She wasn't an American. She didn't know the rules.

Jerry Saltzman

My concern is safety. Not expand bike lanes on CPW at this time. Two way street and need more education. CPW is a tourist magnet and it's difficult to educate tourists on the safe way to drive up and down the street. Bikers should use the park.

Barry Goozner

Live at 25 CPW. Ends at 62 going south. No sensible route south around Columbus Circle. Two lanes in both directions. When you hit the transverse, there will be people turning left.

Kate Kopp

Lived here for 52 years. When you removed the cars from the park, all the children → nobody's kids will be able to walk down the sidewalk. Where are the 400 cars going? There will be more bike parking on the side streets. People will be fighting over parking spaces.

Ellen Cohen

I support protected bike lanes, but I have tried to ride my bike and it's dangerous because of the electric bikes going the wrong way. Don't see any reason why that should be perpetuated on CPW. People have to ride in the direction that the street goes.

Marcia Drezon-Tepler

CPW is too narrow for a bike lane. Unnecessary as there are enough. It will be more unsafe for everybody. Seniors don't know how to cross the street anymore. Many doctors' offices and this will be dangerous for seniors.

Sean Donovan

Asked for an environmental impact study. Was told DOT didn't have to provide one. Where is the Environmental Impact Statement. There is now a lawsuit on 14<sup>th</sup> street. This is bullshit and nonsense. Disrupted an engineered grid.

Trumbull Gross

My neighborhood on WEA was ruined by CB7's redesign that knocked it down to 2 lanes after a tragic accident and a solution that did nothing to make pedestrians safer. Make the Park drive north and southbound. Take the east side of the sidewalk and turn that into a bike lane and pedestrian lane going each way.

Peter Jeffries

Against the 400 spaces being lost because the disabled community was not consulted at all. What's going to happen when congestion pricing hits. Bikers should use the park.

Linda Edgerly

Concurs

Gregory Nissen

Worst feeling is to try to cross the street and suddenly there's a bike and there's no time to react and suddenly you're in the hospital. This is a new and terrifying element in NYC. I need to be afraid for my life because I do not know if a bike is coming.

Sam Mandel

This is being railroaded through the community. There has not been enough input. Community needs to be consulted more. The danger of the transverses will not be minimized at all with this plan. The accident was caused by a private sanitation truck so that was an extenuating circumstance.

John Lyons

Holding this vote on a holiday weekend when no one could be here. Concerned about elderly residents. They are afraid of the delivery bikes that go 30 mph. The park is a bike lane that people can use. People who can't afford a garage have to park on the street. What are you going to do with all the buses for the museum.

John Ritter

DOT is experimenting with our lives and it kills people. For 6 months or more nobody will use the bike lanes. Our tradesmen need these parking spots because they can't afford to live here.

Karen Arrigoni

When you reduce the number of moving lanes in two directions – people will stop in the middle of CPW and pull out into CPW, which will increase congestion, and that will

Destiny Bowers

With all of the issues that people have risen, we also have to take into account enforcement of laws on bikes. Nobody pays attention to these laws. If we can't enforce the laws, we should have no more bike lanes.

Jonathan Johnson

How many studies were done about converting Central Park to north and southbound traffic. Bike lanes on Amsterdam and Columbus are more than sufficient. Putting people out that need this parking. Should be postponed until people are home.

Lara Jenkins

Horrible as a pedestrian to walk through the bike lanes. I'm a middle class person. Removing these 400 spots is a horrifying economic impact on families that are already struggling. It's very hard and I can't afford not to have a car and the parking garages are too expensive. Subways are not accessible. These parking spots are for the middle class.

Others who could not speak: Gabriel Morrow, Ilya Glezerman, Margo Milliman, Will Pepi.

Joan Dean

Member of Families for Safe Streets, a group of individuals who lost loved ones. Grandson Sammy was killed by a reckless driver. Support a protected bike lane. (Extra minute with ceded time from Chelsea Yamada)

Nevona Friedman

No one owns the street. Can't believe that people really value parking over our neighbors' lives. My building and our neighbors want this lane because we care about the people in our community.

Willa Stelzer

Read a statement from Madison's mother. (Extra minute with ceded time from Ben McIlwain). "Is a parking space really worth the cost of another life."

Meghan Morris

Hard to imagine taking kids to the park when there are difficult intersections. Very hard to push a stroller across when I can't see the oncoming traffic because of the parked cars. More visibility into the intersections benefits everyone. The bike lane could solve these matters of visibility.

Bethany Davis Noll

Ride my bike every day on CPW. I ride with my kids. I would feel safer in a protected bike lane. There are always cars parked in the bike lane.

Lisa Orman

We want the plan to be even stronger. Without split phases, cars will primarily be looking for gaps in vehicle traffic and will be less likely to look for bikes and pedestrians. Safer plan would allow for floating bus stops. We still need loading zones. Vast majority of Upper West Siders do not own cars and don't park on the street. Curbs should be put to highest use, which is not free parking. (With extra time ceded)

George Beane

Three cyclists killed in NYC in the last week. De Blasio wants a crackdown on reckless drivers. Tickets will not solve this problem. Free street parking is a valuable privilege for some New Yorkers. But the right to safe streets is a right for ALL New Yorkers.

Casey Rice

Pedestrian and senior citizen and I know how to cross the street. The protected bike lane has made me safer on streets where they have it. I cross CPW several times a day and I'm scared of cars turning. A few parking spaces does not equal a life. (Extra minute with time ceded by Jonathon Ratchet)

David Vassar

Five days a week ride down Columbus Ave bike lane. Support the CPW redesign.

Andreas Turanski

Ashamed that anybody would think a public giveaway of a parking space would be worth my family's life. My mother takes her dog to walk in CPW every day. Statistics show that this would reduce the chance that she could be killed by 20%.

Thursteen Bannister

As a resident of CPW I strongly support a dedicated bike lane. Great transit route. The streets are a public good.

Reed Rubey

This wasn't an accident, this was a crash. There's a difference between a crash – which is preventable – and an accident which just happens. Lots of opinions about what's safe and what's not. But DOT uses data, it's important – can tell you where to put your efforts. 1000 signatures in support

Nancy DiFrancesco

Agree with everyone else.

Noam Kogen

In support of this lane. Get this done and save lives.

Brian Hoberman

Protected bike lane on Amsterdam has done wonders. Protected bike lanes are safer. 97% of collisions are cars. So they are clearly the most dangerous. Anyone who argues otherwise are not living in reality. Cyclists don't pollute and cars do.

Samir Lavingia

Here to support the plan. One of the most horrifying things about going into a crosswalk and suddenly a car just comes by and you get hit and die. Cars will kill you if they hit you. The pedestrian islands make it safer to cross because it shortens the crossing distance.

Others who could not speak in favor: Eugene Sorenson, Vivian Ebersman, Kenneth Ritvo, Bill Amstutz, Henry Rinehart, Jenny Kahn, Rebecca Leune, Irwin Warren, Melodie Bryant, Alec Barrett, Margaret Harbaugh, Keith Edwards, Andy Olesker, Maggie Bradley, Mandy Haskel, Tuck Edelstein, KC Rice, Daniel Atha, Josh Pinkerton, Gary Palton

Board discussion:

Peter Samson: the big issue is the buses at AMNH. Is there room for compromise? Protected bike lane is very important for safety.

DOT: We are working out a plan with AMNH to maintain the existing operation of the buses on that side of the park. As soon as we have more details we will share it.

Jennifer Nitsky: Resident on CPW and safety has to be the basis of everything that happens in our public realm. Need education and enforcement. Was riding in the bike lane with my son and a car pulled into the bike lane right in front of me. Car slammed on his brakes and said "Don't hit my car!" He sped up and went right up to my back tire and hit me. Thank god it wasn't my 12 year old son. This is something that happens far too often.

Paul Fischer: Too dangerous to ride a bike in that area with the school buses and the tourist buses. If they're in the bike lane it's going to be less safe for pedestrians. Better idea would be to make the Columbus Ave bike lane two lanes.

Audrey Isaacs: All of the Citibike racks along CPW is an endorsement of riding bikes. If we're going to give them bikes, then you have to give them a safe place to ride.

Robert Espier: Committed ourselves to Vision Zero and it's in the best interests of all in the city. We've already posited the bike lanes, and if so then you want to protect them if at all possible.

Jay Adolf: Board is being asked to make a decision on an extremely important issue with a dearth of information. DOT didn't consider the other bike lanes. No discussion of the availability of where all those 400 cars are going to go.

Substitute Motion (from Jay Adolf) that was seconded.

Discussion of Substitute Motion:

Ethel: spoke in favor. Much more information and study is needed.

Sara Lind: Against the substitute resolution. This has been publicly available for a month and we've been working on this for a year.

Shelly: To implement this is destructive to the community. Delay will not kill anyone. In the meantime people can just not use CPW.

Albert: Support substitute resolution. Information we didn't get that we should have and are entitled to. Will people driving around endlessly looking for parking actually make it worse?

Su: We will never have all the information we will never have all the facts. We want the community to be as well informed as possible.

Mark Diller: We already know these things. On balance this is the right plan. The people that benefit the most are the pedestrians. We're not done. We take a vote, but we're never done. This is in front of us, and we take votes on things that are in front of us. A place for everyone on the street makes it safer for everyone. We will continue working on these issues.

Rich Robbins: Imminent public safety hazard. Since July 2012, 142 cyclists injured on CPW. Last year 21 cyclists were injured on CPW. This is 21% of the 100 cyclist injuries on 2018. No way to tell them not to ride on CPW. DOT has put in an extraordinary amount of work. No other agency that has to come to CB for a matter of public safety.

Ken Coughlin: If we delay this vote, every week either a pedestrian or cyclist is struck by a vehicle on CPW. Opposed to the substitute motion.

Page Cowley: How will this whole plan interconnect. Very much in support of the bike lane.

Louisa Craddock: Curious why did not consider a bike lane within the park.

DOT: If we took away the existing bike lane on CPW, there will still be cyclists out there. We want to give dedicated space to the dedicated users. It enhances safety overall when everyone knows where they are supposed to be. Need a protected bike lane now.

Richard Asche: I voted against the unprotected bike lane on CPW because I knew it wouldn't be safe. Either way have a protected bike lane or we don't have a bike lane on CPW. I'm sympathetic to parkers. Safety is more important than parking. Not convinced that northbound bike traffic can go in Central Park. Bollards will destroy all of the historic preservation.

Klari: Oppose the substitute motion. Already too many bikes in Central Park. The idea of making an official bike lane on the West Drive inside Central Park is completely unrealistic.

Meg Schmitt: Public Health Professional – believe in the use of population data and evidence-based decision-making. Presented in detail at an overflowing public meeting. The committee asked many questions. Strongly oppose the substitute resolution.

William Ortiz: Concerned about turning this into a “highway bike lane” – the only way to be safe is to ride safely. Signage for bikers so that they don’t speed, etc.

Ethel Point of Information: Can it be 3 months?

Vote on substitute motion: 16-24-0-0

The substitute motion fails.

Elizabeth Caputo: Friendly amendment: Have DOT report back quarterly

Ken Coughlin: Have DOT investigate Split Phase

Resolution is to approve is adopted.

**VOTE: 27-7-5-0**

#### **Land Use Committee, Page Cowley and Seema Reddy, Co-Chairpersons**

##### **Resolution Re:**

- 4. 25 Central Park West.** Application C190390 ZMM submitted by CPW Retail South LLC pursuant to Sections 197-c and 201 of the New York City Charter for the amendment of the Zoning Map, Section No. 8c by **establishing within an existing R10A District a C2-5 District** bounded by West 63<sup>rd</sup> Street, Central Park West, West 62<sup>nd</sup> Street, and a line 100 feet westerly of Central Park West.

**Presentation from Attorney Richard Lobel. Addressed concerns about possible other uses.**

**Two part resolution. First disapproval because we don’t want to go through a zoning amendment for a portion of a building that would wreak havoc on the overall planning of our community. The second party: applicant didn’t give any other details about other establishments that could yield the same rent.**

**Do we allow them to rezone?**

**No bar or restaurant because it’s restricted by covenant with the building.**

**Resolution to disapprove**

**VOTE: 30-5-2-0**

#### **Business & Consumer Issues Committee, Linda Alexander and Christian Cordova, Co-Chairpersons**

##### **Resolutions Re:**

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

- **2756 Broadway** (West 106<sup>th</sup> Street.) Calle 8 BDWY 106, LLC, d/b/a Calle Ocho. Includes Garden/Grounds.
- **592 Amsterdam Avenue** (West 89<sup>th</sup> Street.) Pekarna 592 Amsterdam LLC, d/b/a To be Determined. Includes Backyard Use.
- **588 Amsterdam Avenue** (West 88<sup>th</sup> Street.), d/b/a Amsterdam Ale House LLC. Does not include Patio/Deck and Garden/Grounds.

**Dean Oneill (Owner of Pekarna): Slovenian restaurant, first in New York City.**

**People who live in the building: Fire Hazards, only two entrance and exits. I work two jobs. I get home at 12:30 and wake up at 4:30. I need to be able to get that sleep.**

**Woman: I don’t feel safe because there’s only one entrance. It’s not a safe place to have a restaurant.**

**Owner: The restaurant has to comply with all ADA and Fire Safety requirements of the city. Will have to get a COO. Most advance ADA service for a restaurant.**

**Vote: 30-0-3-1**

8. **474 Columbus Avenue** (West 83<sup>rd</sup> Street.) New application to the SLA for a two-year liquor license. **-0-0VOTE: 32=**
9. **2178 Broadway** (West 77<sup>th</sup> Street.) Renewal application #2046897- DCA to the Department of Consumer Affairs by NY Broadway Hotel Owner, LLC, d/b/a Arthouse Hotel New York City, for a four-year consent to operate an unenclosed sidewalk café with 4 tables and 8 seats. **Vote:36-0-0-0**
10. **New Unenclosed Sidewalk Cafes:**
  - **370 Columbus Avenue** (West 77<sup>th</sup> – 78<sup>th</sup> Street.) New application #6200-2019-ASWC to the Department of Consumer Affairs by HLD Columbus, LLC, d/b/a Gari Columbus, for a four-year consent to operate an unenclosed sidewalk café with 9 tables and 19 seats.
  - **517 Amsterdam Avenue** (West 85<sup>th</sup> Street.) New application #6363-2019-ASWC to the Department of Consumer Affairs by Tiki Chicki, LLC., d/b/a Tiki Chicki, for a four-year consent to operate an unenclosed sidewalk café with 18 tables and 36 seats. **Vote 35-0-0-0**

***New Enclosed Sidewalk Cafe:***

11. **2450 Broadway** (West 90<sup>th</sup> – 91<sup>st</sup> Streets.) New application ULURP# N190303ECM/ DCA#1555-2019-ASWC to the Department of Consumer Affairs by Carmine's Broadway Feast, Inc., d/b/a Carmine's, for a four-year consent to operate an enclosed sidewalk café with 7 tables and 22 seats.

**Jeff Bank – Lives and works in neighborhood. Reasonably priced. Mixed use building. No opposition at sub committee meeting. 150 people work at Carmines. Enclosed café will allow for more jobs. Café will protect jobs.**

**Chris Rivera – worked at carmines for 21 years. Rep the employees.**

**Board Members**

**Klari – Horrible idea. Horrible precedent. Bad idea to have a café on Broadway. Min wage issue is the same for every business. Not just Carmines.**

**Barbara Adler – Carmines been there for 30 years. BCI voted unanimously. In favor of the 22 seat café.**

**Robert – In favor of café**

**Page – Never have voted for enclosed café. Will Jeff agree if lease is up, to take the enclosure down. Jeff said yes.**

**Andrew Rigie – All we hear is about vacant store fronts. We have someone who has been here for years and had no opposition at the committee meeting. If we don't support those people, who are we going to support?**

**Vote: 23-7-6-0**

**Preservation Committee, Mark Diller, Chairperson**

**Resolutions Re:**

12. **57 West 69<sup>th</sup> Street** (Columbus Avenue – Central Park West.) Application to the Landmarks Preservation Commission for a stoop restoration.
13. **128 West 70<sup>th</sup> Street** (Broadway – Columbus Avenue.) Application to the Landmarks Preservation Commission for a rooftop addition, extension of 5<sup>th</sup> floor to the rear facade, and combination of 2 windows on the 4<sup>th</sup> floor.  
VOTE: 29-5-0-0
14. **76 West 85<sup>th</sup> Street** (Columbus Avenue.) Application to the Landmarks Preservation Commission to install a residential bracket sign.

15. **333 Central Park West, Apt 125** (West 93<sup>rd</sup> – 94<sup>th</sup> Streets.) Application to the Landmarks Preservation Commission to install double window louvers in the top East facing window in the courtyard on West 93<sup>rd</sup> Street.
  16. **319 West 104<sup>th</sup> Street** (Riverside Drive – West End Avenue.) Application #LPC-19-38390 to the Landmarks Preservation Commission for a small exterior fence and areaway.
  17. **915 West End Avenue** (West 104<sup>th</sup> – 105<sup>th</sup> Streets.) Application #LPC-19-35643 to the Landmarks Preservation Commission to install a canopy.
  18. **120 West 72<sup>nd</sup> Street, dba Orange Theory** (Broadway – Columbus Avenue.) Application to the Landmarks Preservation Commission for signage.
- Bundled Vote 12, 13, 14, 15, 16, 18 Vote: 32-0-0-0 (Jay Adlof voted no 13)  
Vote on 17 30-4-0-0

**Parks & Environment Committee, Ken Coughlin and Jennifer Markas, Co-Chairpersons**

**Resolution Re:**

19. The Waterfront Edge Design Guidelines Standard for New York City.  
Ken Coughlin – recommend guidelines if any development is to take place in the future.  
Vote: 33-0-0-0

**Housing Committee, Louisa Craddock and Melissa Rosenberg, Co-Chairpersons, Joint with Health & Human Services, Catherine DeLazzerro and Sheldon Fine, Co-Chairpersons**

**Resolution Re:**

20. HUD Proposed Rule on Mixed Immigration Status Families in Federally-Subsidized Housing.  
**Vote:33-0-0-0**

**Health & Human Services Committee**

**Catherine DeLazzerro and Sheldon Fine, Co-Chairpersons**

**Resolution Re:**

21. Support for City Council Resolution 396 and the State “Safe Staffing for Quality Care Act”.  
Shelly – Asks the city council to push the state to push its regulations. For all the city funded acute care and assisted living.  
Vote :33-0-0-0

**Present:** Roberta Semer, Barbara Adler, Jay Adolf, Andrew Albert, Linda Alexander, Richard Asche, Steven Brown, Elizabeth Caputo, Cindy Cardinal, Joshua Cohen, Christian Cordova, Kenneth Coughlin, Page Cowley, Louisa Craddock, Catherine DeLazzerro, Mark N. Diller, Robert Espier, Sheldon J. Fine, Paul Fischer, Amy Hyman, Madelyn Innocent, Audrey Isaacs, Natasha Kazmi, Doug Kleiman, Sara Lind, Ira Mitchneck, Erika Mouynes, Klari Neuwelt, Jennifer Nitzky, William Ortiz, Michele Parker, Seema Reddy, Andrew Rigie, Richard Robbins, Suzanne Robotti, Melissa Rosenberg, Katie Rosman, Peter Samton, Meg Schmitt, Susan Schwartz, Ethel Sheffer and Polly Spain.  
**Absent:** Lolita Ferrin, Julian Giordano, K Karpen, Blanche E. Lawton, Jennifer Markas, Jeannette Rausch, Madge Rosenberg and Howard Yaruss.

## STEERING COMMITTEE MINUTES

**Roberta Semer, Chairperson**

**July 16, 2019**

*The meeting began at 6:33 pm*

### **Chair's Report:**

Roberta reminded everyone that the Full Board meeting on September 3 will include nominations of Board Officers for 2019-2020. The election will take place at the October 2 meeting. The October Full Board meeting will be Wednesday October 2, because of the Jewish Holy days.

On July 15, The Senior Services Task Force held a roundtable with representatives from several agencies. We plan to have a forum sometime in the fall.

Gale Brewer held a hearing regarding on City Planning's round two on voids. Testimony given by Roberta and other Board members.

We sent testimony from our Charter Revision Task Force to the Charter Revision Commission. We are disappointed that they aren't taking up any land use issues.

### **Assembly Member Dan Quart discussion of legislation for prison reform:**

Two issues on prison reform were dealt with at the end of the legislative session. There are efforts to stop solitary confinement. The State of New York practices solitary confinement and it has been labelled as torture. There is legislature in the Assembly that would end Solitary Confinement. That bill would be vetoed by the Governor. If the State of New York is torturing people it must be stopped, this is a moral issue. 43% of those at Rikers have some type of mental illness, imagine with solitary confinement the mental illness effects it has on persons serving time.

The Governor required the Department of Corrections to make revisions on current policy, limit who can be in solitary confinement i.e., 16, 17 year olds and pregnant women.

Other issue, there is a movement in the legislature to release Aging Persons in the inmate population. Allowing people of a certain age to seek parole. It is scientific that people age out of their violent phase (persons of an advance age). The PBA and Counties would rather the Corrections pay their medical Insurance. This was not able to be accomplished this year. The bill will look to dis-incarcerate the aged population. The cost for the taxpayer is tremendous from the viewpoint of economic and medical science. The legislators need to address this issue.

### **George Janes' Presentation on the Day Light Study:**

With the emergence of super tall buildings in Manhattan, George Jane offered presentation and analysis regarding the effects of loss of sunlight in particular neighborhoods on the upper west side. The Steering Committee commented on the major concerns such as the mental health affected by not having natural sunlight as well as the loss of park usage and the mere economics of paying for more lighting. The study will be available on our website.

### **Review of Agenda for September Board Meeting:**

- Nominations
- Transportation Committee
- Business and Consumer Issues

The Housing Committee is working on getting a speaker to address the concerns on Rent Reform/ Rent Regulated Laws for a Community Forum to be held September or October.

**Present:** Roberta Semer, Linda Alexander, Cindy Cardinal, Christian Cordova, Ken Coughlin, Page Cowley, Louisa Craddock, Mark Diller, Lolita Ferrin, Sheldon J. Fine, Seema Reddy, Andrew Rigie, Melissa Rosenberg and Howard Yaruss. **Board Members:** Richard Ashe, Doug Kleiman and Susan Schwartz. **Absent:** Steven Brown, Catherine DeLazero, Amy Hyman, Blanche Lawton, Sara Lind and Jennifer Markas.

*Meeting adjourned at 7:55 pm*

**Present:** Roberta Semer, Linda Alexander, Cindy Cardinal, Christian Cordova, Ken Coughlin, Page Cowley, Louisa Craddock, Mark Diller, Lolita Ferrin, Sheldon J. Fine, Seema Reddy, Andrew Rigie, Melissa Rosenberg and Howard Yaruss. **Board Members:** Richard Ashe, Doug Kleiman and Susan Schwartz. **Absent:** Steven Brown, Catherine DeLazzero, Amy Hyman, Blanche Lawton, Sara Lind and Jennifer Markas.

## **BUSINESS & CONSUMER ISSUES COMMITTEE MINUTES**

Linda Alexander and Christian Cordova, Co-Chairpersons

July 10, 2019

*Business & Consumer Issues Committee of Community Board 7/Manhattan met at the District Office, 250 West 87<sup>th</sup> Street. The meeting was called to order at 7:00 pm by Co-Chairperson Christian Cordova.*

The following matters were discussed:

### **New application to the SLA for a two year liquor license:**

1. **2012-2014 Broadway** (West 69<sup>th</sup> Street.) **SDS Dining Corp., d/b/a To be Determined.**

Presenting for the Applicant: Owners: Darshan Shah, Satish Arora - [Drshah28@gmail.com](mailto:Drshah28@gmail.com)

- Sapphire building being demolished and moved to 2014 Broadway, new Indian restaurant
- Location will be near Il Sole restaurant, next to former location of Dan (the corner Japanese restaurant, now becoming a bank)
- Will use their own bike deliveries and third party like Seamless
- Bike deliveries is not their focus, they want people coming into the restaurant
- Plans to open in next month and a half (mid-August)

CB7 Comments:

- Linda Alexander and Christian Cordova mention delivery bike signage requirements

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

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

### **Method of Operation Change to Existing License:**

2. **425 Amsterdam Avenue** (West 80<sup>th</sup> Street.) **Frank Mac's Place LLC, d/b/a Frank Mac's. Application to add Live Music, Acoustic Music – Guitar Etc.**

Presenting for the Applicant: Owner: Karen Conti, [Karen@frankmax.com](mailto:Karen@frankmax.com)

- Karen discussed request for acoustic music from several years ago.
- She presented their original Method of operation.
- She proposed one day a week of live music, e.g, someone strumming a guitar. It would be 3-4 hours in a chunk in the evening. In the 7 – 10 pm time frame.
- Applicant confirmed no music amplification
- Applicant owns building. "The person who lives above the bar says 'it's fine with me'. We are a small mom and pop and trying to stay going on the Upper West Side."

CB7 Comments:

- Christian Cordova – we received one email of support.
- Doug Kleiman asked what is "acoustic?" Applicant answered "no amplified sound."
- Questions about timing given that they'd like to move this through quickly, but full board doesn't meet in August. September is earliest application may go through.

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

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

### **New Unenclosed Sidewalk Cafés:**

3. **377 Amsterdam Avenue (West 78<sup>th</sup> Street.) New application #6720-2019-ASWC to the Department of Consumer Affairs by Tacos “Los Vaqueros”, LLC, d/b/a Tacombi, for a four-year consent to operate an unenclosed sidewalk café with 14 tables and 32 seats.**

Presenting for the Applicant: Owners: Zach Gabel, Adam Zindani, Robert Anic ([ranic@rpoinc.com](mailto:ranic@rpoinc.com))

CB7 Comments:

- Christian Cordova pointed out there is a discrepancy between the floor plan and the application. The floor plan shows additional seats.
- Applicant Robert Anic pointed out application was not updated.
- Christian indicated that the floor plan needs to reflect the application, i.e., 48 seats and 12 tables.
- CB7 Office reported that the applicant did not receive the posting notice in time to post.
- Linda Alexander – they had no notification so Linda spoke to Penny Ryan and Roberta Semer and they agreed it was OK to vote on the night of the Full Board meeting (9/3/19) at pre-meeting.
- Linda – previous restaurant originally wanted sidewalk seating to the corner but residents on 78<sup>th</sup> Street did not like that arrangement. Agreement with prior tenant (Sugar and Plumm) was that the sidewalk café would start at north side of the entrance to the end of the footprint (eliminating the portion from the south side of the entrance to the corner of 78<sup>th</sup> street).
- Zach – is issue specifically residential entrance?
- Linda added, there are also issues with schools up the block
- Zach – was the Sugar and Plumm compromise made at their last meeting?
- Christian/Linda – if members of the community do not have problem with the sidewalk café extending to the corner of 78<sup>th</sup> street, then we will likely approve it at the September Full Board pre meeting; if members of the community show up to full board and object, we will need to work out a compromise at that time.
- Zach – we have meeting with DCA on July 31 and we need CB7 full approval prior, so that’s problematic
- Linda – we can’t vote for it without the public knowing about it and the board office
- Seema Reddy – we’d still have to go to Full Board in September regardless
- Discussion about timing and September Full Board meeting potentially impeding use of sidewalk café in summer.
- Doug Kleiman – we’re trying to help you out by getting this done in September rather than pushing until October
- Discussion of hours - Sunday-Thursday 11 am – 11 pm, Fri-Sat- 11 am to midnight

NO VOTE TAKEN. PRE-MEETING at 6pm on Tuesday September 3. They will post and the CB7 Office will make sure it is posted adequately throughout July and August.

4. **718 Amsterdam Avenue (West 95<sup>th</sup> Street.) New application #4823-2019-ASWC to the Department of Consumer Affairs by Cabrera Argudo Corp., d/b/a Rancho Taquileria, for a four-year consent to operate an unenclosed sidewalk café with 22 tables and 44 seats.**

Presenting for the Applicant: Owners: Antonio Morales, Angelo Arguedo, Ramon Morales – [argudoangelo@gmail.com](mailto:argudoangelo@gmail.com)

CB7 Comments:

- Nobody posted for the meeting – postings were from last February, only postings were from earlier this year for the liquor license. Say they spoke with Jessie and were not aware they needed to post.
- Christian Cordova – should have been a notice for this meeting, The CB7 office sent it to you for the July meeting
- William Ortiz – is it possible this was the same issue as the last applicant (answer – no)
- Linda Alexander suggested they call the CB7 board office and get updated information to post. Public needs to be apprised of it.

- Christian – issue with the wraparound onto 95<sup>th</sup> street – the application will need to be modified to eliminate the wraparound portion onto 95<sup>th</sup> Street of the sidewalk café in time for the September pre-meeting/Full Board meeting
- Argudo confirmed the floor plan will be modified to eliminate the wraparound portion in time for the 9/3 pre-meeting and Full Board
- Doug Kleiman affirmed applicant will not be losing any time by coming to the pre-meeting.
- They want to open in two weeks but will have to wait until September

NO VOTE TAKEN. PRE-MEETING at 6pm on Tuesday September 3.

5. New business.

- Resident Richard Barr addressed enclosed sidewalk cafes.
  - He does not think new business owner applications for the locations should be automatically approved.
  - If the structure exists he thinks the new tenant should have to re-apply for a license and meet the same standards as the previous tenant to be allowed the use of the enclosed sidewalk café.
  - If the enclosed sidewalk café has only been unoccupied for 1-3 months then it is OK to approve the application, but if has been unoccupied for a longer period and the new applicant doesn't meet CB7 approval then he thinks the enclosed structure should be taken down.
  - If years go by, the structure shouldn't remain. Example – Copper Hatchet – now My Most Favorite Food – they don't need the outdoor café.

CB7 Comments:

- Linda Alexander – there is no way to know what is needed, we're not operating the restaurants
- Richard – disagreed, brought up Artie's (currently unoccupied) – it is big and an eyesore, falling apart – unfair to the businesses directly to the north and south, and it is unfair to the businesses to the north and south of it. He asked whether it is strictly in the province of the Department of Consumer Affairs (DCA).
- Doug Kleiman – provided history and background of enclosed cafes, including the old storefront. Reality is if you take down an enclosed café you might have to then built in permanent storefront.
- Joshua Cohen – but think of the extra rent that could have been collected. The City gets the fees but not the rent.
- Richard – but the landlord can charge more rent. Could a CB have leverage with DCA?
- Discussion about Monsoon and how it lay fallow for 3 years (Linda) – finally they tore it down but we had no influence
- Christian Cordova – you have to appeal to the elected officials to change the regulations.
- Doug – can we insist that DCA remove the enclosed structure if they're no longer in business for X amount of time?
- Seema Reddy – should we do a resolution about this?
- Decision to not do a resolution but keep it in mind for future meetings and discussions
- Committee agrees to plan an E-scooter/E-Bike legislative update in the fall (November or December committee or Full Board)

**Present:** Christian Cordova, Linda Alexander, Elizabeth Caputo, Joshua T. Cohen, Doug Kleiman, William Ortiz, Seema Reddy and Andrew Rigie. **Absent:** Barbara Adler, Paul Fischer and Michele Parker.

*The meeting ended at approximately 8:00 pm.*

# TRANSPORTATION COMMITTEE

Howard Yaruss, Chairperson

July 9, 2019 7:00 PM

Full meeting complete video: <https://www.youtube.com/watch?v=BhLt5oe0DA8>

## 1. COMMUNITY DISCUSSION OF 61<sup>st</sup> Street: Target and Loading Zones

Large community gathering

Joan Lurie – Issues with parking North versus South side of the street

Terry Massler – Sofia Condominiums 61<sup>st</sup> street – are they on which side of street? Which palates go where? Are they on the north side of the street?

Steven Dubai, Manager Target at 61<sup>st</sup> Street - explained that the trucks will use a rack system which are loaded with cartons and roll off the truck and down the street into the loading bay.

Terry – does not like the loading paraphernalia on the street – how safe is that for people walking on street. “First street of congestion pricing” – palates on the street are dangerous and cb7 needs to protect both existing and Avalon bay residents.

Roberta – point of information. There have been 3 meetings with representatives from the block and with reps from Target, Assembly member Linda Rosenthal’s staff and speaker Corey Johnson’s staff.

30 W 61<sup>st</sup> street constituent – how can a 50 foot truck can be unloaded in short amount of time – it takes 20 minutes and then wheeled down the street. How many trucks can be backed up?

Anthony Stepanski – Target CEO states that interests of community taken at heart. Target has done nothing to help the community. I’m going to see you fail.

### Board discussion

Sara – agrees with Dr Lurie. I don’t think we are obligated to do what the agency wants.

Roberta – Parks Dept needs the spaces – it is working space, they come and have meeting and reports and their West Side HQ there.

Sara we just took 400 parking spots away why are we worried about this additional 10

Rich – trucks question, space is not big enough for space to fit Big Trucks but remember there will be more Fedex, and other delivery trucks

Howard – DOT will not reverse parking on the south side of the street. Should we advise that they should and they ignore us. If we don't have a loading zone people will double park.

Colleen – we had conversations with Steve Simon. They do NOT want the parking removed. Central Operations are there and go out in the field to other boroughs. Parking will remain.

Ken – wasn't the biggest problem the parking in front, we removed the parking on the Beaumont. Parking vehicles will not be in front of that they'll be in front of Arsenal west –

Andrew – to Colleen – are the authorized vehicles who does enforcement?

Colleen doesn't want to move from where they are.

Howard resolution – The resolution to approve the loading zone and no parking on the North side with a request that the Department of Transportation work with the Parks Department to find alternative spots to park their vehicles.

Resolution approved: Committee Members 7:0:1:0, non-committee Board members: 3:0:0:0

Elizabeth let the people speak for 10 more minutes

Loading zone on the north side – question of south side came up, decision to move the cards

Steve Yasionvsky asks to limit and reassess entire area Roberta and the Board

Dara Vasha – have you been on your streets – 55 foot trucks, state legislature – you no power of restricting – how does this work? Absolutely absurd – dangerous to our kids etc and what is going to happen with COngresion pricing? Voted to let them have trucks when already a zone.

David Zelman – asking folks to remember what happened on 72<sup>nd</sup> when Trader Joes came in – fully 40-50 feet of truck space, they double park so you cannot see past them. Whatever target said will vary. 2) if we went to Linda Rosenthal, we aren't willing to support the cause.

Caitlyn Litterri – we have met with Speaker Corey Johnson's staff and we set up additional meetings with residents of the Sofia and Belmont and the Lincoln Square BID and have been looked at other locations, unfortunately it can not be put on Broadway.

Shams Kumar from Beaumont - Loading zone – your 18 footer where does it stand, multiple businesses near Avalon, Target only has right to park, etc. what happens when 18 footer comes on the

Rich Robbins – asks for alternatives

Mercedes – very dangerous, I have heard it's been abolished why hasn't it been what are pros and cons of this

Megan Choi, Beaumont – question about why we have a loading dock if it's not going to be used

Howard – it's going to be used, question about space.

Megan: Going to affect the loading, going to be affecting by the rain sun and snow and start cracking, freight will impact things

Roberta: Broadway is not possible

Howard: Bway is much more of a safety hazard

Andrew – what instructions will your drivers get if your people are circling – they're going to have to circle until the position opens

Howard and Roberta explained that this item was completed and the people refused to quiet down or leave. Deputy Inspector Malin of the 20th Precinct asked people to leave, when they loudly refused he offered to call cops from the 24th Precinct, after about 10 minutes of disruptive behavior they left.

## **2. 20<sup>th</sup> PD – quick report.**

Traffic 20<sup>th</sup> Precinct – dangerous traffic

YTD collisions – 11 1.35 percent,

Enforcement – 165 summonses of 4665 total

Enforcement double what the collisions are

Question from a resident: One thing we've asked DoT for – we see traffic backup eastbound onto 79<sup>th</sup> street, cannot make left onto riverside drive, dedicated turn and right turn arrow at 79th and Broadway– cars coming off highway and so many pedestrians that only one or two can get through the – dedicated turn lane there – to let

Andrew – do you have the information of the moving violations that you've targeted – how many are out of state plates?

We have tried for years to have signs placed at the first place that folks are entering from NYC streets – many folks claim “I don't know” – violation is “Disobey sign”. Conviction rate is the best or close to the best of those precincts above 59<sup>th</sup> street

Andrew – could the signage be reworded?

Deputy Inspector Malin – is in favor of maximum signage – there tends to be a lack of signage -

Michael Jacoby – 70<sup>th</sup> RSD – cars naturally are coming up 79<sup>th</sup>, they come up he is a driver cyclist walker – approves of the new signage

Colleen – what's the question

Lagtime – 79<sup>th</sup> street toward the river, you have 7 seconds to cross before cars start coming

Colleen – even if we were to look at it we would have to shorten other crossings

Caitlyn Literii – lagging right turn signal, looked at it and wasn't feasible

David Wanatek – always have had illegal turns off the roads – 79<sup>th</sup> street bus, stop at West End, stops and runs lane of traffic, we have asked for 1) times policecar has been stopped on a corner – other thing that has happened and making a left turn

### Traffic at Riverside and 79<sup>th</sup>

Group presentation (see attached slides)

Presentation about danger at Riverside and 79

Sara – how does this pertain to the rotunda?

Gordon Silverman – 79<sup>th</sup> street is a major crosstown street in NYC. There are 3 main sources both east and west. Riverside south. 3 lights at the corner as they approach the intersection. People coming off will be controlled by first light.

One lane from Riverside – there will be a lot going on and what is a good use of people?

Julia Turner – 70 Riverside Drive – on many weekend night walking on south side of 79<sup>th</sup> looking across to north, and there will be an SUV – I can go in front, or I can go- talks about enforcement issues but if there were police there things don't block the box might be better

David Wantachek - Question – how congestion pricing will impact West Side Highway -

Dave Zeldin – he gets off at that exit every day, sometimes there is a delivery truck at SW truck at 79<sup>th</sup>, turns it into a oneway lane. Now you have a bus or something about to make a turn. Traffic backed up. One suggestion – light on 78<sup>th</sup> Street is red, when light on 79<sup>th</sup> is green, sometimes space between cars get such that people end up in the crosswalk

Double parking – a loading zone between RSD and West end – loading zones are coming

Todd Boneham 70 RSD – 1) barriers for the bike lane/south on RSD, making right to highway, permanent fixture coul, is it possible to prevent the U turns, bollards west of RSD on park side on NW corner, that is a Parks question 2) appreciates NYPD presence – it seems as a resident that a police car at 80<sup>th</sup>/RSD is like shooting fish in a barrel – is there a reason why it's not staffed more often. Going to make a U-Turn and talking about separate issues, 80<sup>th</sup> and RSD – Malin – problem with the traffic agents is that there is not enough danger according to stats to warrant an officer. Can technology help? He is going to need more discretion on traffic when the rotunda goes in

Roberta – They have put in requests for traffic officers to help with ongoing issue

Andrew – We were in favor to 79 RSD intersection bc it was worse than it is now but in times we've gone to meetings have noticed unsafe moves, Colleen can you tell me if a Red arrow indicating NLT can be put in?  
Colleen – we would have to study it

Howard – let's have a resolution

In resolution:

Right turn at Bway, children at play signs, no left turn signs, rumble strips to get people to slow down

Rich - this has always been one of the worst intersections in the neighborhood – that's changed (check video), Sets the tone for the district – signage matters

Dave – our main concern are the people

Veena Shetty – if DOT could put up signs about no bikes on sidewalks – signage – takes burden off the cops, my neighbor won't go out after sunset and she has been knocked over by bikes, terrifying, etc. She has lived her 23yrs

Colleen – they're a flexible guide for motorists, the granite blocks are more of a protection

Needs will change when rotunda is shut down

Ken – suggests an LPI so pedestrians have a head start possibly when folks are going south just after coming off RSD.

Resolution: Request DoT to study 79th and Riverside Drive and adjacent intersections 78 & 80 at Riverside Drive, 79th at West End Avenue and Broadway) to make changes which will reduce speeding and other illegal activity with a focus on leading LPIs, School Crossings Signs, rumble strips,

Committee: 8-0-0-0. Non-Committee Members 3-0-0-0.

New Business

Roberta – looking at list of people for the fall Forum, including one of two people from NYU Rudin Center, Gale's office working on the residential parking issue. Goal to make clear the specifics the key will be communication.

Dave Zeldin – Manhattan Day School parking spots

Elizabeth – upcoming e-scooters

**Present:** Howard Yaruss, Andrew Albert, Elizabeth Caputo, Ken Coughlin, Doug Kleiman, Sara Lind, Richard Robbins and Meg Schmitt. **Chair:** Mark Diller. **Board Member:** Louisa Craddock and Mark Diller. **Absent:** Joshua T. Cohen.

*Meeting ended. 9:15pm*