

**RESOLUTION**

**Date: February 5, 2013**

**Committee of Origin: Preservation**

**Re: 10 West 84th Street, Rodeph Sholom School (Columbus Avenue – Central Park West.)**

**Application to the Landmarks Preservation Commission for reconfiguring the building's front entry, including associated interior renovations, façade renovations and a new entry canopy.**

**Full Board Vote: 21 In Favor 6 Against 0 Abstentions 0 Present**

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

- The existing school building is composed of four rowhouses, connected internally and united in a continuous brown brick façade of Brutalist design.
- The existing fenestration pattern varies, subtly alluding to the original four rowhouse structures.
- An imposing concrete stair flanked by concrete “fins” near the center of the façade, triangular concrete “fins” at the outer ends of the facade and a low concrete wall to the east of the stairs all create an inhospitable experience for the passer-by and for the school’s occupants.
- The steps are steep and unwelcoming, underutilized in favor of the smaller, lower-level “side door” entrance, which is several steps down from the sidewalk.
- All the street level concrete elements project 6 feet beyond the property line, crowding a narrow sidewalk.
- The new entrance design seeks to humanize the building façade by introducing softer materials and smaller scale elements while improving accessibility to the building and a more welcoming entrance experience. To achieve this:
  - The concrete steps and fins will be removed.
  - A new ADA-compliant ramp with an open metal railing will be constructed to access the lower level entrance, widened in order to serve as the building’s primary entrance.
  - Two horizontal rectangular elements would be added to the ground and first floors of the front façade. To the west, a rectangle occupying about half of the first (or former parlor) floor creates a projecting “bay” over the eastern half of the new lower level façade, including an angled “window seat” element. The “bay” fascia will be clad in beige -colored metal panels to match the metal cladding of the existing rooftop addition.
  - The second rectangular element extends across the eastern half to two-thirds of the ground floor, with the lower fascia band extended to the west to create a shallow canopy over the beginning portion of the new entry ramp.
  - To further humanize the façade, a composite wood material called “Perdema” will be used to clad several areas of the lower façade:
    - i. the western half of the lower level facade
    - ii. the underside of the new entry canopy over the ramp
    - iii. the second floor facade within the new projecting metal “bay” enclosure, including the horizontal and vertical surfaces contained within the metal frame.

A majority of the Preservation Committee of Community Board 7/ Manhattan believes that the proposed elements of the re-designed front entry are overscaled for the existing building facade, and are out of context with the existing building, obscuring the Brutalist façade's references back to the original four-part rowhouse structure. Therefore, the majority find the redesigned entry design inappropriate to either the Brutalist design of the existing building or to the historic character of the Historic District. However, a number of Preservation Committee members feel the proposed design is appropriate to the existing Brutalist design of the structure, and to the context of this particular block within the Historic District., since it is composed of a variety of architectural styles and scales, including tall and mid-rise apartment buildings and a concrete faced Brutalist-designed structure several buildings west, Sts. Timothy and Matthew.

The Preservation Committee did reach consensus that the existing harsh entry stair and "fins" are out of character with the more subdued tone and materials of the existing Brutalist structure, and also endorsed the concept of eliminating the intrusion past the property line into a narrow sidewalk. The Committee also reached consensus that the new Library bay window seat was appropriate.

THEREFORE, BE IT RESOLVED THAT Community Board 7/ Manhattan **disapproves** the new front entry design, façade renovation and entry canopy.

*Committee: 4-3-0-0. Non-Committee Board Member: 1-0-0-0.*

**RESOLUTION**

**Date: February 5, 2013**

**Committee of Origin: Youth, Education & Libraries**

**Re: Assemblywoman Linda Rosenthal's bills on PCB remediation.**

**Full Board Vote: 31 In Favor 0 Against 0 Abstentions 0 Present**

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** Assemblywoman Linda Rosenthal's bills on PCB remediation:

- **988A** calling for all NYC public school buildings to be remediated within 2 years and post remediation air testing of buildings to ensure ballast removal was effective.  
*Committee: 5-0-0-0.*
- **426A** calling for the city to post school remediation list online so it is publicly available and that each school be given a number on the list for remediation schedule.  
*Committee: 5-0-0-0.*

**RESOLUTION**

**Date: February 5, 2013**

**Committee of Origin: Youth, Education & Libraries**

**Re: Green Apple Bonds proposal to help fund PCB remediation.**

**Full Board Vote: 31 In Favor 0 Against 0 Abstentions 0 Present**

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the Green Apple Bonds proposal to help fund PCB remediation.

*Committee: 5-0-0-0.*

**RESOLUTION**

**Date: February 5, 2013**

**Committee of Origin: Parks & Environment**

**Re: 59<sup>th</sup> Street Marine Transfer Station, 59<sup>th</sup> Street and Hudson River. Proposal by the Department of Sanitation for first and second stages of renovation.**

**Full Board Vote: 31 In Favor 0 Against 0 Abstentions 0 Present**

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

- Under New York City’s Solid Waste Management Plan, the 59<sup>th</sup> Street Marine Transfer Station will continue to be used for the transfer of paper recyclables from truck to barge.
- The 59<sup>th</sup> Street transfer station was last renovated in the 1980’s, before the construction of Hudson River Park. The north-south bicycle and pedestrian path, which is increasingly used by bicycle commuters and a variety of recreational users, crosses the entrance to the transfer station at West 59<sup>th</sup> Street in a passage that is currently very tight and potentially dangerous, particularly in light of the many DOS trucks that cross the intersection daily to enter the transfer station.
- Hudson River Park anticipates extending the public passageway 20 feet to the west, providing badly needed additional space for bicycle and pedestrian traffic.
- The large “portal” that was installed at the entrance of the transfer station in the prior renovation as a decorative element is now in the way of the additional park space.
- The proposed first stage of renovation of the transfer station will include the removal of the portal, the installation of a new inward-swinging pair of gates and a new fence on the Department of Sanitation pier and repaving the path at the intersection at West 59<sup>th</sup> Street. It will also involve reconfiguring the “truck scale”, so that trucks will be able to queue in the interior of the facility rather than at West 59<sup>th</sup> Street, a welcome change for cyclists and pedestrians. As currently proposed, the plan involves sections of at-grade granite blocks intended to mark the “cross-walk” points for cyclists and pedestrians and to slow cyclists traversing the 59<sup>th</sup> Street intersection.
- The second stage will involve renovation of the interior and exterior of the facility on the pier.
- Community Board 7/Manhattan has received many complaints from cyclists that stone block pavers installed as marking devices and bicycle slowing devices at various points of the Hudson River bikeway, including points in Riverside Park, result in dangerously uneven surfaces, including sometimes overly large “grout” areas that subside and create a danger of catching bicycle wheels.

THEREFORE, BE IT REOLVED THAT Community Board 7/Manhattan **approves** the proposed design for the renovation of the 59<sup>th</sup> Street Marine Transfer Station, specifically including the removal of the portal.

However, Community Board 7/Manhattan **urges** the Department of Sanitation and its designers to use extremely flat and regular stones with minimal grout areas for the cross-walk areas, or possibly to use different materials or marking methods to delineate those areas that might be safer for bicycle traffic.

Community Board 7/Manhattan further **urges** the Department of Sanitation and its designers to install traffic signals on the cyclist and pedestrian path that have adequate sight lines for users of that path (with special attention to sight lines from the north, at the intersection with Riverside Park South, where the path curves and the grade changes,) and are at a height optimized for users of the path rather than for motorists.

*Committee Members: 7- 0-1-0. Non-Committee Board Members: 2-0-0-0.*

**RESOLUTION**

**Date: February 5, 2013**

**Committee of Origin: Parks & Environment**

**Re: Tavern on the Green, Central Park. Proposed landscape design for new restaurant concession.**

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

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

- The historic Tavern on the Green building in Central Park is nearing the end of a historically sympathetic and attractive restoration by the Department of Parks and Recreation.
- The concessionaire for the new restaurant facility in the building is required in its contract with the Department of Parks and Recreation to landscape the adjacent areas.
- Community Board 7/Manhattan believes that the proposed landscaping plan is generally sympathetic to the Tavern building and its adjacent landscape.
- However, Community Board 7/Manhattan is concerned that certain aspects of the landscaping plan may be inconsistent with the stated goals of both CB7 and the DPR that the new tavern facility should primarily enhance the park experience and also be accessible and affordable to a broad population of park users and neighborhood residents. Specifically, CB7 is concerned that the take-out window planned at the end of the southern “arm” of the building will have constricted pathway access and unnecessarily limited sightlines to park users accessing the site from the east. This concern is compounded by the fact that the concessionaire plans to limit access to the large courtyard dining area to waiter service patrons entering the facility from its north-facing main door and then seated by staff.
- CB7 is also concerned that the proposed bicycle parking will not be adequate in number of slots, or sufficiently visible for users of the take-out window, including take-out diners who want to sit at the outdoor area allocated to take-out patrons, which appears to be out of the sightlines of the bicycle parking area.
- CB7 is also concerned on behalf of its residents on Central Park West who face the rear, “service” side of the building that the mounted mechanical unit and the garbage bins at the west of the building may not be as effectively screened as possible.

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan **approves** in general concept the proposed plantings at the Tavern on the Green site.

However, CB7 **strongly urges** DPR and the concessionaire further to open the sightlines to, and physical access to, the take-out window.

CB7 further **strongly urges** DPR and the concessionaire to consider whether the exterior mechanical structure and the garbage bins can be further screened from view of residents who live opposite the Tavern on Central Park West.

CB7 further **strongly urges** DPR and the concessionaire to increase the number and placement of bicycle parking slots.

CB7 takes no position at this time on whether any aspect of the proposed operation of the restaurant facility by the concessionaire meets the goals stated in CB7’s resolution of December 6, 2011 or of the resulting Request for Proposals by DPR, and eagerly awaits further presentations by DPR and the concessionaire on those matters to its Parks and Environment Committee at the earliest practical time or times, and in any case well prior to the actual opening of the restaurant facility.

*Committee: 7- 0-1-0. Non-Committee Board Members: 4-0-0-0.*

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**RESOLUTION**

**Date: February 5, 2013**

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

**Re: 313B Amsterdam Ave (West 74<sup>th</sup> Street)**

**Full Board Vote: 32 In Favor 0 Against 0 Abstentions 0 Present**

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the application to the State Liquor Authority for a two-year liquor license by Baby Oliver LLC, d/b/a Piccolo Café. Currently active Wine & Beer only license # 1265224 to be upgraded to Liquor, Wine and Beer.

*Committee: 6-0-0-0. Non-Committee Board Members: 2-0-0-0.*

**RESOLUTION**

**Date: February 5, 2013**

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

**Re: Unenclosed Café Renewal Applications.**

**Full Board Vote: 31 In Favor 0 Against 0 Abstentions 0 Present**

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

- **One Lincoln Plaza, aka 1900 Broadway** (West 62<sup>nd</sup> Street.) Renewal application DCA#1137714 to the Department of Consumer Affairs by Fiorello’s Roman Café. Inc., d/b/a Fiorello’s Roman Cafe, for a two-year consent to operate an unenclosed sidewalk café with 32 tables and 64 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*
- **237 Columbus Avenue** (West 71<sup>st</sup> Street). Renewal application DCA#1219794 to the Department of Consumer Affairs by 71 Wine Bar Café Operating Corp., d/b/a Bin 71 Restaurant for a two-year consent to operate an unenclosed sidewalk café with 6 tables and 12 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*
- **320 Amsterdam Avenue** (West 76<sup>th</sup> Street.) Renewal application #1025224 to the Department of Consumer Affairs by Surtic, Inc., d/b/a Citrus for a two-year consent to operate an unenclosed sidewalk café with 19 tables and 42 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*
- **413 Amsterdam Avenue** (West 80<sup>th</sup> Street.) Renewal application #1396587 to the Department of Consumer Affairs by Flagship S.B. Amsterdam NY, LLC , d/b/a Saravana Bhavan, for a two-year consent to operate an unenclosed sidewalk café with 11 tables and 22 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*
- **423 Amsterdam Avenue** (West 80<sup>th</sup> Street.) Renewal application # 0981250 to the Department of Consumer Affairs by BSWR Corp., d/b/a Sarabeth’s, for a two-year consent to operate an unenclosed sidewalk café with 7 tables and 16 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*
- **425 Amsterdam Avenue** (West 80<sup>th</sup> – West 81<sup>st</sup> Street.) Renewal application DCA# 1218074 to the Department of Consumer Affairs by 425 Amsterdam Café, Inc., d/b/a McAleer’s Pub, for a two-year consent to operate an unenclosed sidewalk café with 8 tables and 16 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*
- **494 Amsterdam Avenue** (West 84<sup>th</sup> Street.) Renewal application DCA#1207810 to the Department of Consumer Affairs by PQ West 84th Inc., d/b/a Le Pain Quotidien, for a two-year consent to operate an unenclosed sidewalk café with 8 tables and 16 Seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*



- **2463 Broadway** (West 91<sup>st</sup> Street.) Renewal application DCA# 1277778 to the Department of Consumer Affairs by PQ Upper West, Inc., d/b/a Le Pain Quotidien, for a two-year consent to operate an unenclosed sidewalk café with 8 tables and 16 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*
- **201 West 95<sup>th</sup> Street** (Amsterdam Avenue.) Renewal application DCA# 1282774 to the Department of Consumer Affairs by 201 Rest. 95<sup>th</sup> Street Corp., d/b/a Buceo 95 Restaurant, for a two-year consent to operate an unenclosed sidewalk café with 10 tables and 21 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*
- **960 Amsterdam Avenue** (West 107<sup>th</sup> Street.) Renewal application DCA# 1275484 to the Department of Consumer Affairs by Thai Market, Inc., d/b/a Thai Market, for a two-year consent to operate an unenclosed sidewalk café with 12 tables and 25 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*



**RESOLUTION**

**Date: February 5, 2013**

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

**Re: Enclosed Café Renewal Applications.**

**Full Board Vote: 26 In Favor 5 Against 0 Abstentions 0 Present**

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

- **200 West 60<sup>th</sup> Street** (Amsterdam Avenue.) Renewal application DCA#0984345/ ULURP# N120021ECM to the Department of Consumer Affairs by Heledona Inc., d/b/a Olympic Flame Diner, for a two-year consent to operate an enclosed sidewalk café with 11 tables and 32 seats  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*
- **44 West 63rd Street** (Broadway.) Renewal application DCA# 1229629/ ULURP# 110358ECM to the Department of Consumer Affairs by Ixhel Corporation, d/b/a PJ Clarke's, for a two-year consent to operate an enclosed sidewalk café with 10 tables and 28 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 0-0-1-0.*
- **2061 Broadway** (West 71<sup>st</sup> Street.) Renewal application DCA# 1223566 / ULURP# N120254ECM to the Department of Consumer Affairs by Café 71, Inc, d/b/a Café 71, for a two-year consent to operate an enclosed sidewalk café with 9 tables and 29 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*

**RESOLUTION**

**Date: February 5, 2013**

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

**Re: 2518 Broadway (West 94<sup>th</sup> Street.)**

**Full Board Vote: 25 In Favor 5 Against 2 Abstentions 0 Present**

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** renewal application DCA# 1353598/ ULURP# N120253ECM to the Department of Consumer Affairs by 94 Corner Café Corp., d/b/a 94 Corner Café for a two-year consent to operate an enclosed sidewalk café with 5 tables and 20 seats.

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

**RESOLUTION**

**Date: February 5, 2013**

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

**Re: 2596 Broadway (West 98<sup>th</sup> Street.)**

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

BE IT RESOLVED THAT Community Board 7/ Manhattan **disapproves without prejudice** renewal application DCA# 1338515 / ULURP# N110315ECM to the Department of Consumer Affairs by H.B. Restaurant Group, Inc, d/b/a Hunan Balcony, for a two-year consent to operate an enclosed sidewalk café with 10 tables and 20 seats.

*Committee: 6-0-0-0.*

**RESOLUTION**

**Date: February 5, 2013**

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

**Re: 208 Columbus Avenue (West 69<sup>th</sup> – 70<sup>th</sup> Streets.)**

**Full Board Vote: 32 In Favor 0 Against 0 Abstentions 0 Present**

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** new application DCA# 1451239 to the Department of Consumer Affairs by Birote Corp., d/b/a El Mitote, for a two-year consent to operate an unenclosed sidewalk café with 7 tables and 19 seats.

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

**RESOLUTION**

**Date: February 5, 2013**

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

**Re: 368 Columbus Avenue (West 77<sup>th</sup> - 78<sup>th</sup> Streets.)**

**Full Board Vote: 26 In Favor 5 Against 0 Abstentions 0 Present**

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** new application DCA# 1392090/ ULURP# N110358ECM to the Department of Consumer Affairs by Ixhel Corporation, d/b/a Café Frida, for a two-year consent to operate an enclosed sidewalk café with 10 tables and 28 seats.  
*Committee: 6-0-0-0. Non-Committee Board Member: 1-0-0-0.*

**RESOLUTION**

**Date: February 5, 2013**

**Committee of Origin: Steering**

**Re: Borough Board Resolution on Voting Reforms (early voting, same-day registration).**

**Full Board Vote: 32 In Favor 0 Against 0 Abstentions 0 Present**

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the Borough Board Resolution on Voting Reforms.

*Committee: 16-0-0-0.*

**RESOLUTION**

**Date: February 5, 2013**

**Committee of Origin: Steering**

**Re: Requests for Leaves of Absence.**

**Full Board Vote: 32 In Favor 0 Against 0 Abstentions 0 Present**

- A) BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the request for a Leave of Absence by Paul Fischer from December 2012 through February 2013.

*Committee: 16-0-0-0.*

**Full Board Vote: 32 In Favor 0 Against 0 Abstentions 0 Present**

- B) BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the request for a Leave of Absence by Madge Rosenberg from February through April 2013.



**RESOLUTION**

**Date: February 5, 2013**

**Committee of Origin: CB7 Bylaws Task Force**

**Re: Revised Community Board 7/Manhattan Bylaws.**

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

BE IT RESOLVED THAT Community Board 7/ Manhattan **approves** the revised Bylaws.

**RESOLUTION**

**Date: February 5, 2013**

**Committee of Origin: Housing**

**Re: Rent Control Bills**

**Full Board Vote: 22 In Favor 1 Against 5 Abstentions 0 Present**

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

- Rents for rent controlled apartments are currently determined through the Maximum Base Rent (MBR) system first determined when it entered the rent control system. This ceiling rent is the highest amount that a landlord can charge for a rent controlled apartment.
- The MBR is increased every two years using a formula which takes into account real estate taxes, water and sewage charges, operating expenses, return on capital value, and vacancy and collection loss allowance.
- The rent that rent-controlled tenants actually pay is called the Maximum Collectible Rent (MCR). The MCR can be increased by up to 7.5% each year until it reaches the MBR, which can be increased every two years or by Major Capital Improvement or other increases.
- In order to increase the rent in rent controlled apartments, landlords must apply for a Maximum Base Rent Order of Eligibility and file a Violation Certification and Operation and Maintenance and Essential Services Certification.
- Contrary to popular misconception, rent-controlled tenants, a largely senior population, often pay rents in excess of those assessed rent-stabilized tenants.
- RGB Order Number 44, concerning rent levels for leases commencing October 1, 2012 through September 30, 2013, assessed the following annual adjustments: for a one-year renewal lease: 2% or \$20 whichever is greater and for a two-year renewal lease: 4% or \$40 whichever is greater.
- The Rent Guidelines Board is obligated to consider the following factors in establishing rent guidelines for rent stabilized apartments and hotels: the economic condition of the residential real estate industry in N.Y.C. including such factors as the prevailing and projected (i) real estate taxes and sewer and water rates, (ii) gross operating maintenance costs (including insurance rates, governmental fees, cost of fuel and labor costs), (iii) costs and availability of financing (including effective rates of interest), (iv) over-all supply of housing accommodations and over-all vacancy rates, relevant data from the current and projected cost of living indices for the affected area, and such other data as may be made available to it.
- A848 (Rosenthal) /S1815 (Espaillat) would abolish the MBR/MCR system and transition the authority for determining rent control increases to the RGB while preserving the requirement for landlords of rent-controlled units to certify for any applicable rent increase.

THEREFORE, BE IT RESOLVED THAT Manhattan Community Board 7/Manhattan endorses A848/S1815 and calls for its swift passage out of the New York State Assembly and New York State Senate and signature by Governor Andrew M. Cuomo.

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

**RESOLUTION**

**Date: February 5, 2013**

**Committee of Origin: Transportation**

**Re: Continuation of the redesign of Columbus Avenue to include physically protected bike lanes, pedestrian refuges, turning lanes and dedicated loading zones.**

**Full Board Vote: 26 In Favor 11 Against 1 Abstention 0 Present**

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

- The CB7 Working Principles for Transportation mandates that:
  - Every person feels safe and is safe riding a bicycle on city streets and other places designated for bicycles in compliance with the law,
  - Streets accommodate multiple modes of transportation, giving priority to insure safe crossing for pedestrians,
  - Priority for the movement of people and goods is given to the more environmentally sustainable modes of transportation.
- The safety of pedestrians, especially those with mobility challenges such as seniors, the handicapped and children, is of particular importance and calls for on-going assessment and innovation in the way we use our streets;
- Street redesigns such as the one on 19 blocks of Columbus Avenue can benefit local businesses by creating dedicated loading zones for trucks and increasing access for shoppers on bikes, both residents and visitors.
- Pedestrian islands improve safety by shortening crossing distances and by preventing westbound motor vehicles from making sharp turns into Columbus Avenue.
- Pedestrian islands also allow space for trees and other plantings which can make the avenue more welcoming visually and cooler for people on hot summer days.
- The Upper West Side will soon welcome many new bikers through the bike share program who will need safe and clearly demarcated travel routes.
- A continuous network of bike lanes stretching throughout the City will persuade more people to travel by bicycle, mitigate the need for high speed biking, and foster a culture of responsible riding, as well as separate those users and lanes from automobiles and pedestrians crossing the streets.

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- Extending the Columbus Avenue bike lane to 59<sup>th</sup> Street from will connect it to the recently completed Ninth Avenue bike lane, creating a nearly unbroken five-mile physically protected southbound cycling route.
- The bicycle is a clean and sustainable form of transportation whose use should be encouraged by continuing to build safe places for bike travel and storage.

**THEREFORE, BE IT RESOLVED THAT** Community Board 7/Manhattan supports the Department of Transportation's proposed bicycle path and mobility enhancements on Columbus Avenue north of 96<sup>th</sup> to 110<sup>th</sup> Street and south of 77<sup>th</sup> Street to 59<sup>th</sup> Street, and

**BE IT FURTHER RESOLVED THAT** CB7 urges the Department of Transportation, as part of its bicycle path and mobility enhancements for Columbus Avenue, to conduct outreach to address concerns of affected merchants and other stakeholders, and that the 20<sup>th</sup> and 24<sup>th</sup> Precincts enforce traffic laws on all road users including cyclists and give priority to enforcement against road users who have the greatest potential to kill and injure pedestrians, and

**BE IT FURTHER RESOLVED THAT** CB7 requests that the Department of Transportation, as part of its bicycle path and mobility enhancements for Columbus Avenue, devise a plan for cyclists to pass safely through the bowtie at the junction of Columbus Avenue, Broadway and West 65<sup>th</sup> Street. Such a plan should be the product of a collaborative effort between the Department of Transportation and CB7 to ensure safety for pedestrians and cyclists, with sketches, renderings and plans to be provided to CB7 not more than one month after the DOT approval of its street redesign and that no work commence until CB7 has approved changes, and

**BE IT FURTHER RESOLVED THAT** the Department of Transportation work with schools whose students board and disembark from school buses on the east side of Columbus Avenue to develop a plan that ensures that cyclists in the bike lane stop behind a school bus that is boarding or disembarking students in order to ensure their so that they may cross the bike lane. In addition CB7 requests that the Department of Transportation work with all schools and senior centers so that these younger and older groups can cross all bike lanes easily and that there are adequate and clearly visible signs and education materials to ensure their safety.

*Committee: 7-2-1-0. Non-Committee Board Members: 5-0-2-0.*