

Community Board 7/Manhattan October 2000 Resolutions

RESOLUTION

Date: October 3, 2000

Committee of Origin: Housing

Re: 7 West 92nd Street (Central Park West-Columbus Avenue).

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

WHEREAS, the NYC Department of Housing Preservation and Development "HPD" which currently owns 7 West 92nd Street, pulled this building from its Asset Sales Program, and has placed it in an alternative TIL Pilot Program for co-operative ownership by the existing residents of the property; and

WHEREAS, HPD is preparing to put 7 West 92nd Street through the UDAAP Process for disposition, and 45 existing residents are committed to the process of resident ownership and self-management; and

WHEREAS, Community Board 7/Manhattan supports resident ownership of building which provides stability in neighborhoods, and supports preservation of low and middle income housing, in Community District 7; and

BE IT RESOLVED THAT Community Board 7/ Manhattan approves and strongly supports 7 West 92nd Street for co-operative ownership through the alternative TIL Pilot Program; and

BE IT FURTHER RESOLVED THAT Community Board 7/Manhattan applauds the process as well as the assistance that Councilwoman Eldridge; and

BE IT FURTHER RESOLVED THAT Community Board 7/Manhattan encourages HPD to offer future participation in this alternative TIL Pilot Program for co-operative ownership.

Committee: 6-0-0-1. Public Members: 2-0-0-0.

RESOLUTION

Date: October 3, 2000

Committee of Origin: Housing

Re: NYC Housing Authority's Annual Plan for 2001.

Full Board Vote: 43 In Favor 1 Against 1 Abstention 1 Present

WHEREAS, Community District 7 is home to residents of Douglass Houses and Addition, Amsterdam Houses and Addition, Wise Towers, De Hostos Apartments, Dome Apartments, and other New York City Housing Authority ("NYCHA") housing; and

WHEREAS, Community Board 7/Manhattan ("CB7") regularly assists NYCHA residents and management in resolving housing maintenance, public safety, quality-of-life and other issues that are brought to the Board's attention, and was recently successful in requesting that the City Comptroller audit the NYCHA repair notification process, thereby exposing serious management failures that are finally being addressed; and

WHEREAS, CB7 has taken a leadership role in providing information about new NYCHA housing policies to residents, including sponsoring several well-attended forums on NYCHA's Draft 2000 and 2001 Plans; and

WHEREAS, CB7 has reviewed NYCHA's 2001 Draft Plan ("the Plan") and the statements of local elected officials who testified at NYCHA's August 17, 2000 hearing on the Plan; has held a community forum on July 31, 2000, attended by approximately 200 residents and other members of the community, at which both governmental and non-governmental experts reviewed the Plan, and the Board received comments from residents and resident leaders; and

WHEREAS, CB7 recognizes that NYCHA has made positive changes in the plan over the past two years during the consultation process, but continues to be concerned with several aspects of the plan; and

WHEREAS, NYCHA is scheduled to submit its Final Plan to the Department of Housing and Urban Development on October 14, 2000;

BE IT RESOLVED THAT Community Board 7/Manhattan opposes the Plan's requirement that public housing residents fulfill eight hours of community service a month. Mandating that residents serve the community to avoid eviction is tantamount to forced labor, and is counter-productive because it diminishes the perceived value of volunteer work. Rather, NYCHA should encourage volunteer and community-building efforts among all residents, and provide backup support for their efforts; and

BE IT FURTHER RESOLVED THAT Community Board 7 opposes the Plan's proposal to "deconcentrate" certain housing developments designated as low-income. The Plan would offer unspecified incentives to families with higher incomes to encourage them to move into developments designated as low-income. Currently, there are about 125,000 families on the waiting list for public housing, and about 80% of these are lower income. As vacancies develop, lower income families will be skipped in favor of higher income families. CB7 believes this policy is unwise and unfair, and the current first-come, first-served waiting list should be respected. Community Board 7 calls on NYCHA to develop a balanced plan that fairly distributes available housing units to all eligible individuals and families.

BE IT FURTHER RESOLVED THAT Community Board 7 opposes the proposal to relax eviction procedures thereby altering the current protection of due process and review in eviction proceedings. Community Board 7 continues to support the current model which closely resembles existing New York State tenant protections.

RESOLUTION

Date: October 3, 2000

Committees of Origin: Transportation and Uniformed Services/Environmental Committee

Re: FAA Helicopter Noise Study.

Full Board Vote: BACK TO COMMITTEE

WHEREAS, the Federal Aviation Administration ("FAA") is preparing for Congress a mandated report on the effects of non-military helicopter noise on individuals in densely-populated area, and the FAA has been directed to focus on air traffic control procedures to address the noise problem, and to take into account the needs of law enforcement, and to consult with the public; and

WHEREAS, the FAA has asked for public comment of four questions:

- 1. What types of helicopter operations are most objectionable?**
- 2. What air traffic control procedures can be used to address helicopter noise?**
- 3. What impact could restrictive air traffic control procedures have on operation of law enforcement helicopters, news-gathering helicopters, sightseeing tour helicopters, emergency medical service helicopters, and corporate executive helicopters? and**

WHEREAS, Community Board 7/Manhattan has called for limitations on helicopter and small plane traffic flying over the Upper West Side, and many residents of the community have petitioned both the Community Board and public officials to prevent any expansion of the noise, and to correct the existing problems; and

WHEREAS, commercial and private helicopter flights over the city are unregulated and unrecorded, except that the craft cannot enter the controlled airspace of LaGuardia and Newark International Airports, and so must routinely fly below 2000 ft over our community, and because helicopters generate excessive noise and vibration, and generate substantial hydrocarbon pollution per passenger mile, and do not provide a

necessary or even useful transportation resource for moving about the city, and pose a danger to people on the ground from the possibility of mechanical failure which has occurred with regularity for the past several years, and disturbs the peace over a wide swath of the city beneath them;

BE IT RESOLVED THAT Community Board 7/Manhattan requests that the FAA bring all helicopters flying over the densely populated New York area, and all other aircraft flying unrestricted beneath the controlled air space of the three major airports, under air traffic control authority, and that these control limit the use of helicopters to police and emergency purposes over the city, and restrict other uses by commercial and news organizations to flights over water, in order to increase the safety, health, and peaceful enjoyment of their homes to the residents of New York City; and

BE IT RESOLVED THAT Community Board 7 responds to the four specific questions as follows:

1. Because helicopters intrude on many activities of very large numbers of people, because of their noise and vibration, all non-emergency over flights should be banned. The more trivial the purpose of the flight, the less it should be permitted. Routine flights, especially after dark or early in the morning, are more objectionable. Flights over the parks, or at the level of windows in taller buildings, are highly objectionable. Flights that hover for long periods of time, including flights by police observing parades and civic activities, are highly objectionable, especially because, when flying at low levels, they have a potential for disrupting those legitimate activities. The most objectionable flights are the noisiest—low, fast, heavy craft—with the least socially-beneficial purpose. Flights over the city are more objectionable than flights over water.

2. Helicopters now are subject to no air traffic control procedures, and this is unacceptable for reasons of safety and balance. Helicopters and all craft now flying in unregulated airspace must be brought under air traffic controls, to reduce noise, to reduce pollution, and to address obvious safety and security issues. In particular, helicopters should be subject to air traffic controls as to speed, minimum flying elevation, flight path, hovering time, and purpose. The purpose of a flight must be sufficient to offset the noise impact of the flight over controlled urban zones.

3. While on average Police helicopters are not a significant source of complaint in the community, because they are piloted so as to reduce their intrusive impact in most situations, they have been used deployed at some events so as to cause considerable stress by hovering at low altitudes in numbers of long periods of time. Such deployment should be prohibited for routine operations, and permitted only in emergency conditions.

ENG helicopters are intrusive and of minimal news-gathering usefulness.

Sightseeing helicopters are both unnecessary and particularly intrusive because they are flown at low altitudes and often hover, especially over parks and residential buildings. They should be curtailed entirely over the residential areas and, if permitted at all, limited to flights over water, for both noise and safety reasons.

EMS helicopters have relatively little use in the city, and because the incidence of their uses tends to be randomly distributed, are a minimal problem.

Corporate helicopters are used for commutation. They should be limited to daylight hours, and to flight paths over water and non-residential areas. They should not be permitted to fly low over the city.

RESOLUTION

Date: October 3, 2000

Committees of Origin: Transportation and Uniformed Services/Environmental Committee

Re: FAA Jet Aircraft and Noise Standards.

Full Board Vote: BACK TO COMMITTEE

RESOLUTION

Date: October 3, 2000

Committee of Origin: Transportation

Re: 1865 Broadway, The American Bible Society.

Full Board Vote: 39 In Favor 1 Against 1 Abstentions 0 Present

BE IT RESOLVED THAT Community Board 7/Manhattan approves the new application to the NYC Department of Transportation by the American Bible Society, 1865 Broadway, to install 7 planters on Broadway and West 61st Street.

Committee: 5-0-0-0. Public Members: 3-0-0-0.

RESOLUTION

Date: October 3, 2000

Committee of Origin: Transportation

Re: Newsstand on west side of Broadway , 67th-68th Streets.

Full Board Vote: 32 In Favor 9 Against 5 Abstentions 0 Present

WHEREAS, this sidewalk is highly congested with pedestrian traffic; and

WHEREAS, the plans submitted to the Department of Consumer Affairs to not reflect current conditions;

BE IT RESOLVED THAT Community Board 7/Manhattan disapproves application #1038041 to the Department of Consumer Affairs by Shadur Nabi to construct and operate a newsstand on the west side of Broadway between 67th and 68th Streets.

Committee: 3-2-0-0. Public Member: 0-1-0-0.

RESOLUTION

Date: October 3, 2000

Committees of Origin: Land Use and Landmarks

Re: 201-225 West 86th Street, The Belnord.

Full Board Vote: 42 In Favor 1 Against 2 Abstentions 0 Present

For Ratification:

WHEREAS, on July 5, 2000 Community Board 7/Manhattan approved application

C 990055 ZSM by Belnord Realty Associates, L.P. for a special permit pursuant to Section 74-711 of the Zoning Resolution; and

WHEREAS, on September 20, 2000 the applicant presented a modification to the aforementioned application to Community Board 7's Land Use and Landmarks Committees;

BE IT RESOLVED THAT Community Board 7/Manhattan approves the modification, which includes the following:

Extension of the ground floor loading area by approximately 1,103 square feet;
Reduction and reconfiguration of an exit passageway lobby on West 87th Street;
Location of a retail store at the corner of Amsterdam Avenue and 87th Street.
Land Use and Landmarks Committees: 9-0-0-0. Board member: 1-0-0-0.
Executive Committee: 5-0-0-0.

RESOLUTION

Date: October 3, 2000

Committee of Origin: Land Use

Re: Sign Regulations.

Full Board Vote: 41 In Favor 0 Against 0 Abstentions 1 Present

WHEREAS, the Department of City Planning is proposing a zoning text amendment to

- impose regulations on signs in areas zoned for manufacturing
- strengthen restrictions on signs visible from parks and arterial highways
- update existing regulations in the context of new sign technology;

BE IT RESOLVED THAT Community Board 7/Manhattan approves the new application #N010065ZRY by the Department of City Planning to the City Planning Commission for a zoning text amendment that would modify the City's sign regulations.

Committee: 8-0-0-0. Board Member: 1-0-0-0.

RESOLUTION

Date: October 3, 2000

Committee of Origin: Land Use

Re: 44 West 63rd Street, Iridium.

Full Board Vote: 38 In Favor 3 Against 0 Abstentions 0 Present

BE IT RESOLVED THAT Community Board 7/Manhattan approves the renewal application #895537 to the Department of Consumer Affairs by the ERS Enterprise, Inc., d/b/a Iridium at 44 West 63rd Street (Broadway - Columbus Avenue), for a five-year consent to operate an enclosed sidewalk café with 17 tables and 43 seats.

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

RESOLUTION

Date: October 3, 2000

Committee of Origin: Land Use

Re: 451 Amsterdam Avenue, Burritoville.

Full Board Vote: 27 In Favor 11 Against 2 Abstentions 0 Present

WHEREAS, the applicant does not currently have waiter service inside the establishment;

BE IT RESOLVED THAT Community Board 7/Manhattan approves the new application #1028803 to the Department of Consumer Affairs by West Burritoville Inc., d/b/a Burritoville at 451 Amsterdam Avenue (81st-82nd Streets), for a one-year consent to operate an unenclosed sidewalk café with 6 tables and 12 seats.

Committee: 5-2-2-0. Board Member: 0-1-0-0.

RESOLUTION

Date: October 3, 2000

Committee of Origin: Landmarks

Re: 55 Central Park West.

Full Board Vote: 33 In Favor 2 Against 0 Abstentions 0 Present

WHEREAS, the proposed addition to the 17th floor, facing West 65th Street, compliments the pairing and stepping back of the original design; and

WHEREAS, the materials to be used are consistent with the existing palette;

BE IT RESOLVED THAT Community Board 7/Manhattan approves the portion application #010358 to the Landmarks Preservation Commission to construct an addition on the 17th floor at 55 Central Park West (65th-66th Streets).

Committee: 6-0-1-0.

WHEREAS, the proposed addition on the penthouse level is somewhat visible from both Central Park West and Central Park; and

WHEREAS, the materials for this part of the addition are not totally consistent with the existing palette, nevertheless;

BE IT RESOLVED THAT Community Board 7/Manhattan approves the portion of application #010358 to the Landmarks Preservation Commission to construct a rooftop addition, provided that non-reflective glass is used for the windows and doors.

Committee: 4-1-2-0.

RESOLUTION

Date: October 3, 2000

Committee of Origin: Landmarks

Re: 323 West 74th Street.

Full Board Vote: 33 In Favor 2 Against 0 Abstentions 0 Present

WHEREAS, the new structure is set back 21 feet and only a small portion of it is visible from the public thoroughfare; and

WHEREAS, the materials are appropriate;

BE IT RESOLVED THAT Community Board 7/Manhattan approves application #004232 to the Landmarks Preservation Commission to construct a rooftop addition at 323 West 74th Street (Riverside Drive-West End Avenue).

Committee: 5-0-2-0.