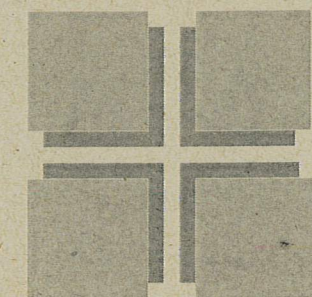


**CALIENTE CAB**  
**61 7<sup>th</sup> AVE. SOUTH**  
**NEW YORK, NY**

**PROPOSED RAMP FOR  
CALIENTE CAB -  
BLEEKER STREET**

**KIM THOMAS SIPPEL  
ARCHITECT, P.C.**



**5 JANUARY 2021**

**PROPOSED RAMP LOCATION  
AND HISTORICAL CONTEXT  
FOR  
CALIENTE CAB  
BLEEKER STREET**

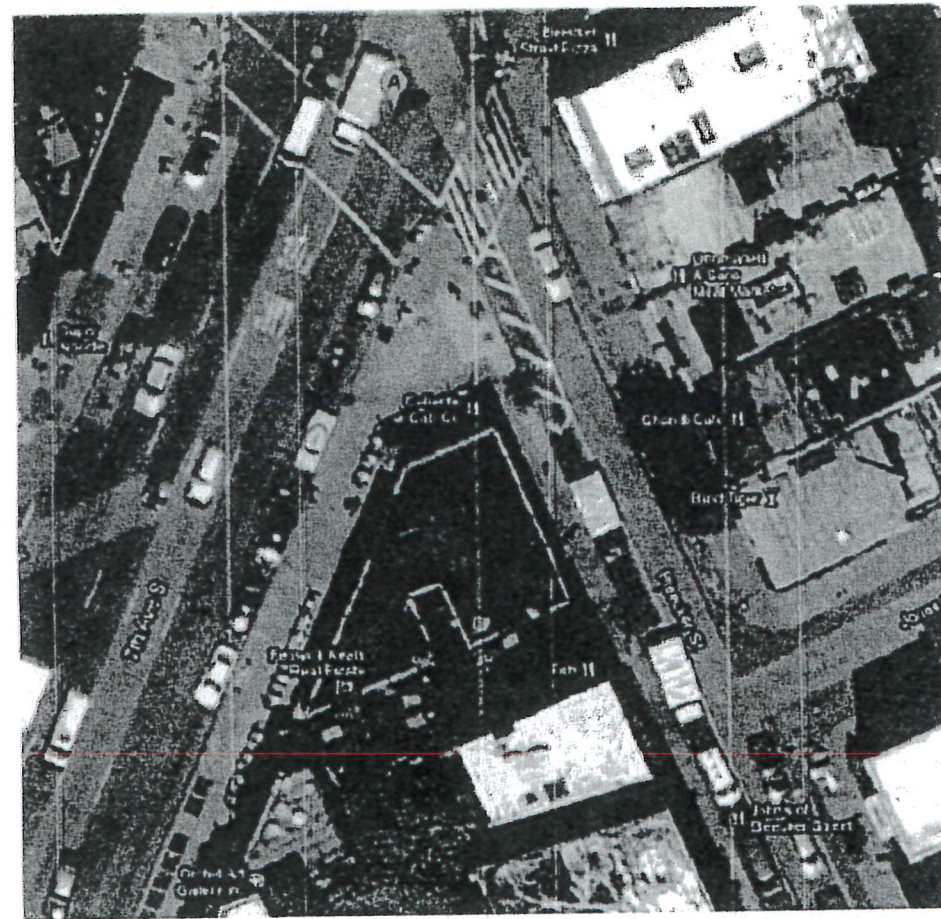


AREA OF WORK - REFERENCE PHOTO  
BLEEKER STREET C. 1933

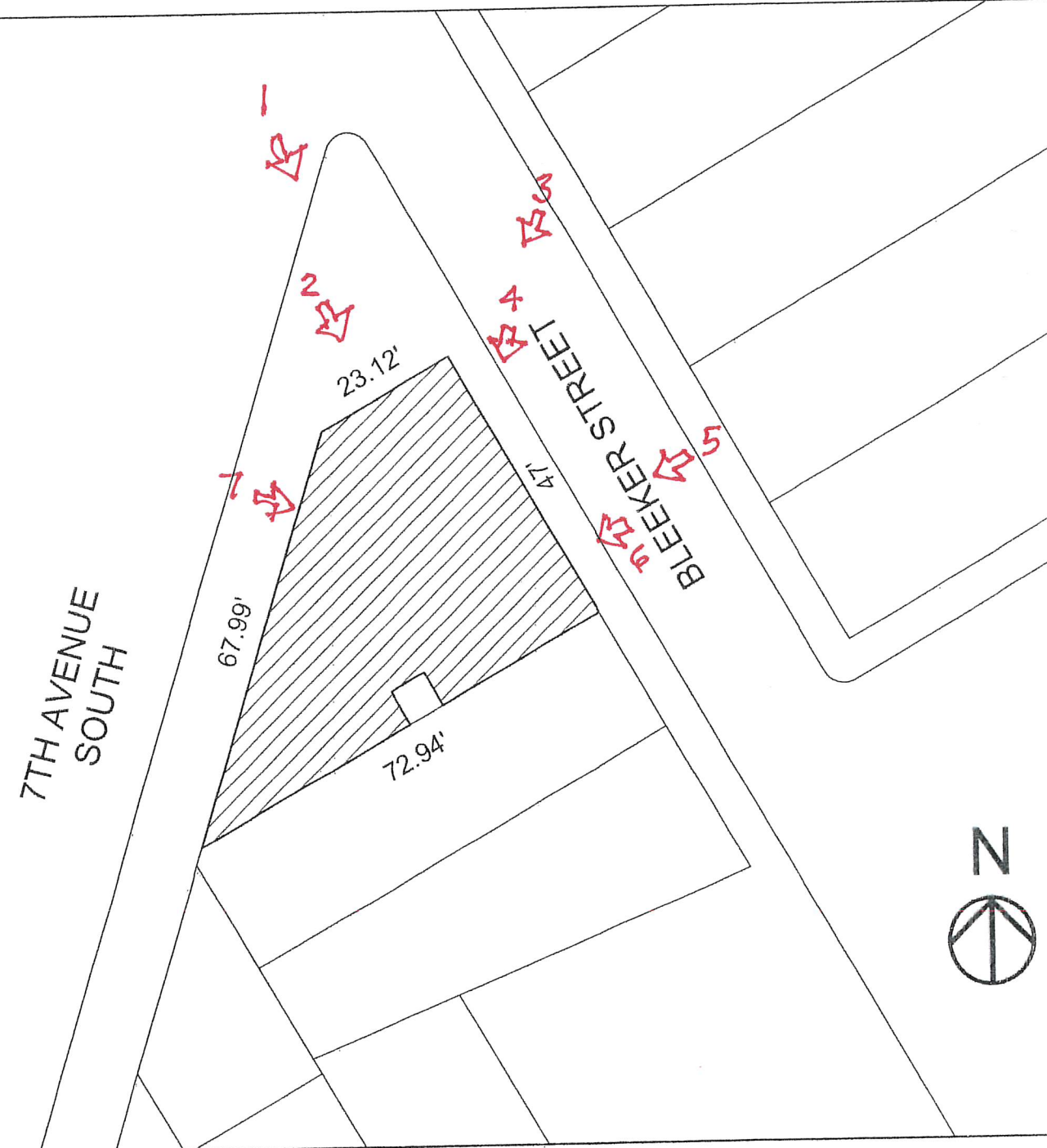
# SITE PLAN

SCALE: 1/32" = 1'-0"

BLOCK 587  
LOT 21  
ZONE C2-6  
MAP 12A



GOOGLE MAPS



KEY PLAN  
REFERENCE PHOTOS  
FOR CURRENT  
CONDITIONS



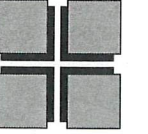


PROPOSED RAMP  
LOCATION



PROPOSED RAMP LOCATION

KIM THOMAS SIPPEL  
ARCHITECT, P.C.

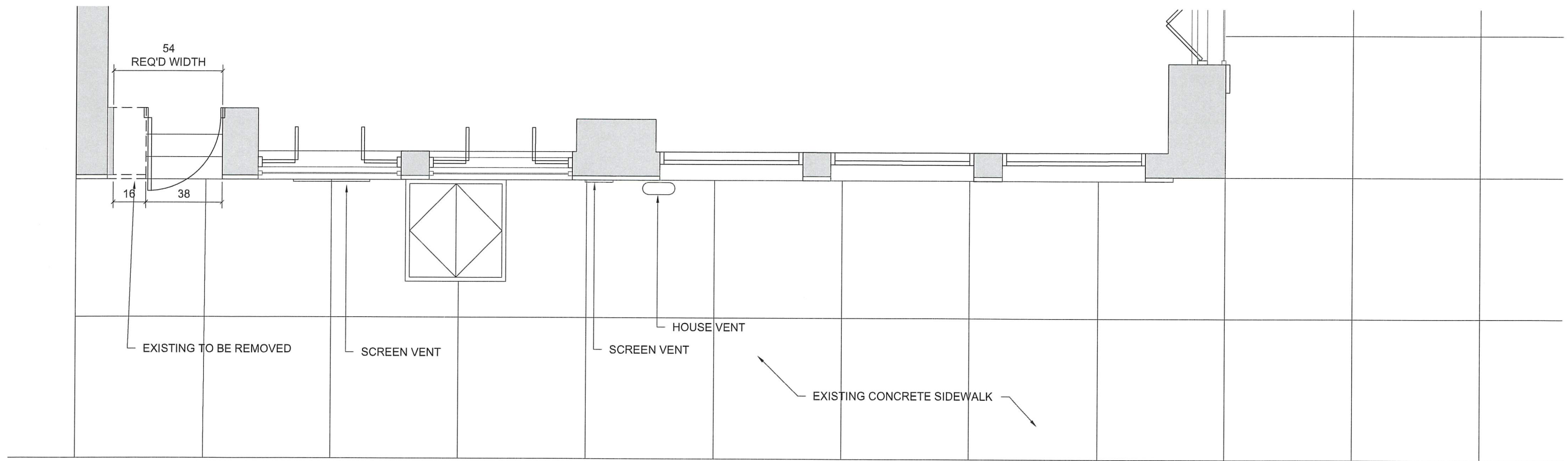


24 JOLLIFFE LANE,  
CONGERS, NY 10920  
T/F 845.267.0375  
ktsarchitect@optonline.net

ENGINEER/ DESIGNER:

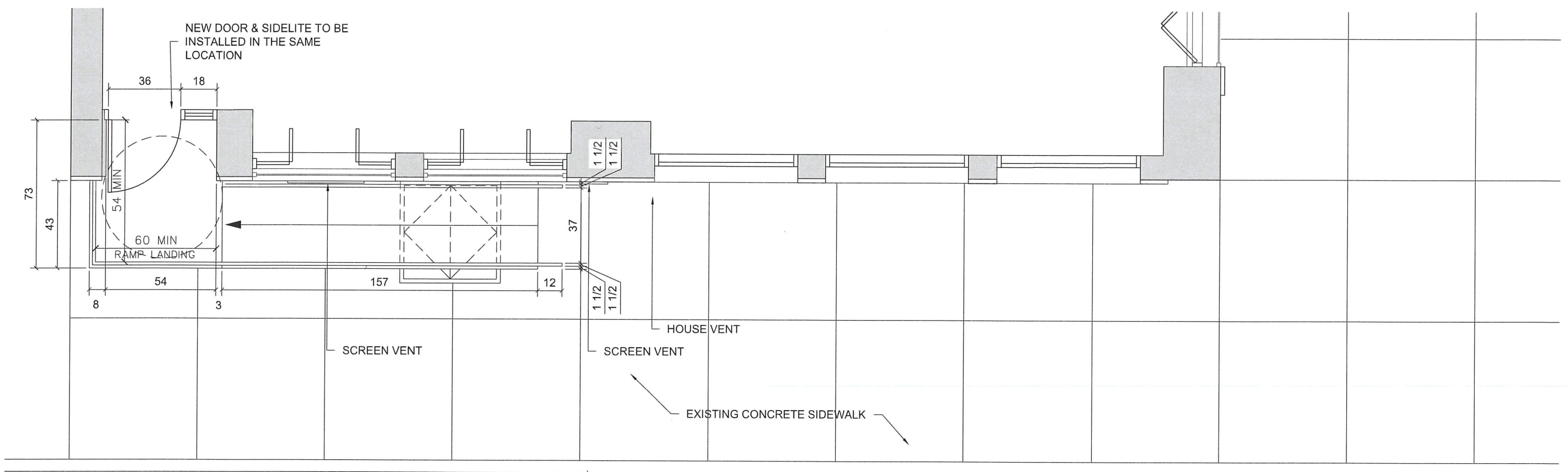
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ISSUE	DESCRIPTION	DATE
1	FOR REVIEW	04.18.19
2	DOB OBJECTIONS	07.23.19
3	LPC REVIEW	09.10.19



1 EXISTING FLOOR PLAN  
1/2" = 1'-0"

BLEECKER STREET



2 PROPOSED FLOOR PLAN  
1/2" = 1'-0"

BLEECKER STREET

PROJECT  
61 7TH AVE SOUTH  
NEW YORK, NY

TITLE  
EXISTING AND  
PROPOSED  
FLOOR PLAN

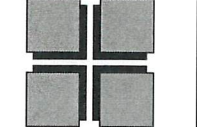
SEAL & SIGNATURE

DATE: 4/18/19  
PROJECT NO: 4213.4  
DRAWING BY:  
CHK BY:  
DWG NO:  
LPC- 100.00

2 of 3  
DOB JOB NUMBER



KIM THOMAS SIPPEL  
ARCHITECT, P.C.

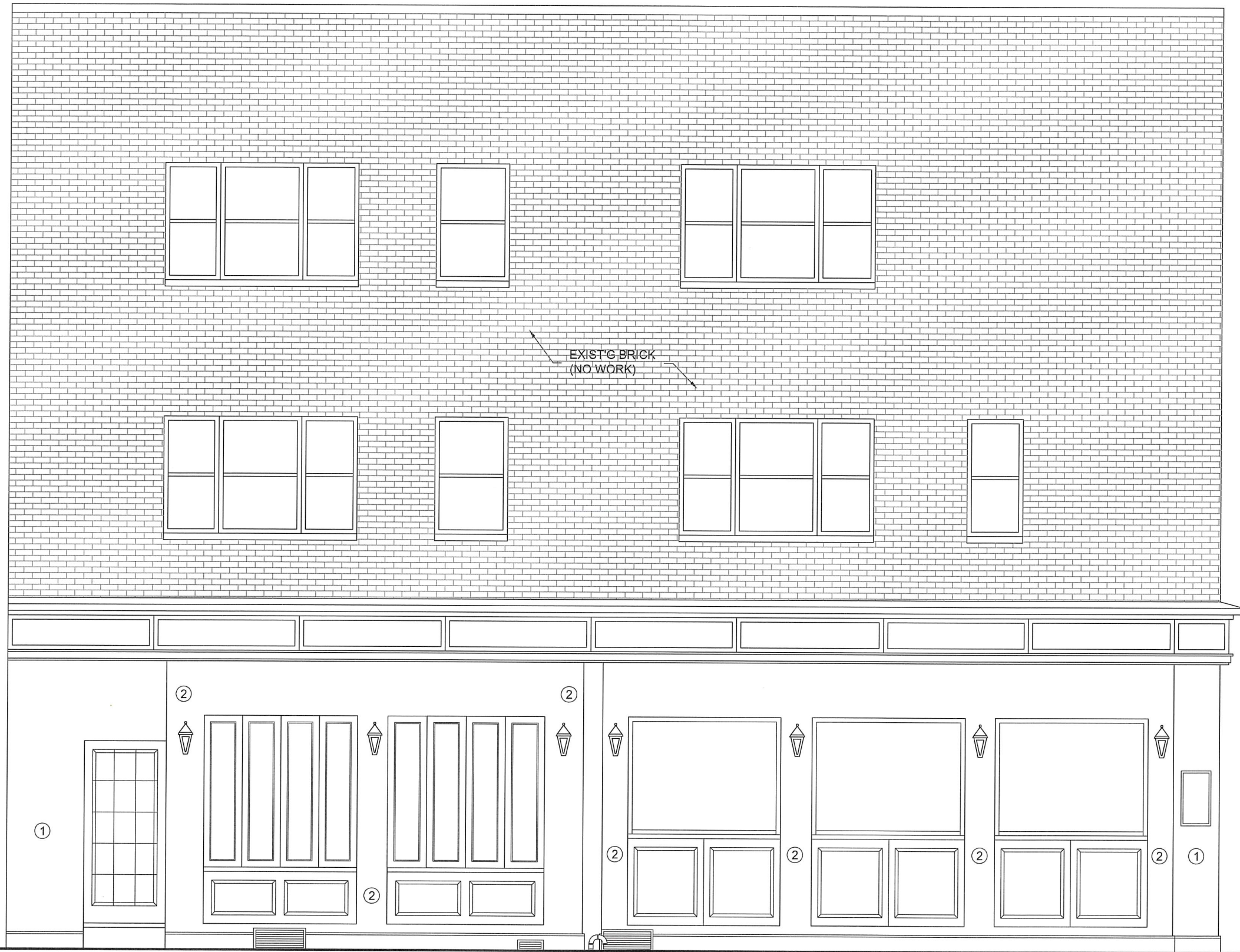


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ISSUE	DESCRIPTION	DATE
1	FOR REVIEW	04.18.19
2	DOB OBJECTIONS	07.23.19
3	LPC REVIEW	09.10.19



PROJECT  
61 7TH AVE SOUTH  
NEW YORK, NY

TITLE  
EXISTING  
ELEVATION

SEAL & SIGNATURE

DATE: 4/18/19  
PROJECT NO: 4213.4  
DRAWING BY:  
CHK BY:  
DWG NO:

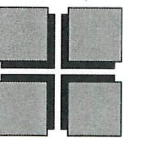
LPC- 101.00

2 of 3

DOB JOB NUMBER

1 EXISTING ELEVATION  
1/2" = 1'-0"

KIM THOMAS SIPPEL  
ARCHITECT, P.C.



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ISSUE	DESCRIPTION	DATE
1	FOR REVIEW	04.18.19
2	DOB OBJECTIONS	07.23.19
3	LPC REVIEW	09.10.19



EXISTING FLOOR LEVEL/  
TOP OF FINISH LANDING 1'-3"

GRADE 0'-0"

1 PROPOSED ELEVATION  
1/2" = 1'-0"

NEW 42" HIGH WROUGHT IRON  
GUARD RAIL

NEW RAMP FLOOR PANEL SWING  
UP FOR ACCESS TO SIDEWALK  
HATCH  
SECTIONS OF GUARDRAIL SWING  
OPEN FOR SIDEWALK HATCH  
ACCESS

PROJECT  
61 7TH AVE SOUTH  
NEW YORK, NY

TITLE  
PROPOSED  
ELEVATION

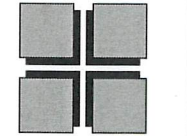
SEAL & SIGNATURE

DATE: 4/18/19  
PROJECT NO: 4213.4  
DRAWING BY:  
CHK BY:  
DWG NO:  
LPC- 102.00

2 of 3

DOB JOB NUMBER

KIM THOMAS SIPPEL  
ARCHITECT, P.C.



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ISSUE	DESCRIPTION	DATE
1	FOR REVIEW	04.18.19
2	DOB OBJECTIONS	07.23.19
3	LPC REVIEW	08.10.19
4	LPC REVIEW	01.04.21

PROJECT

61 7TH AVE SOUTH  
NEW YORK, NY

TITLE

FLOOR PLAN

SEAL & SIGNATURE

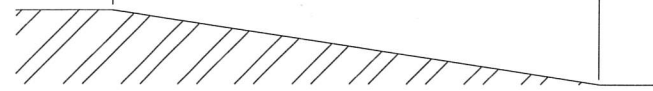
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DRAWING BY:  
CHK BY:  
DWG NO:

LPC- 200 . 01

3 of 3

DOB JOB NUMBER

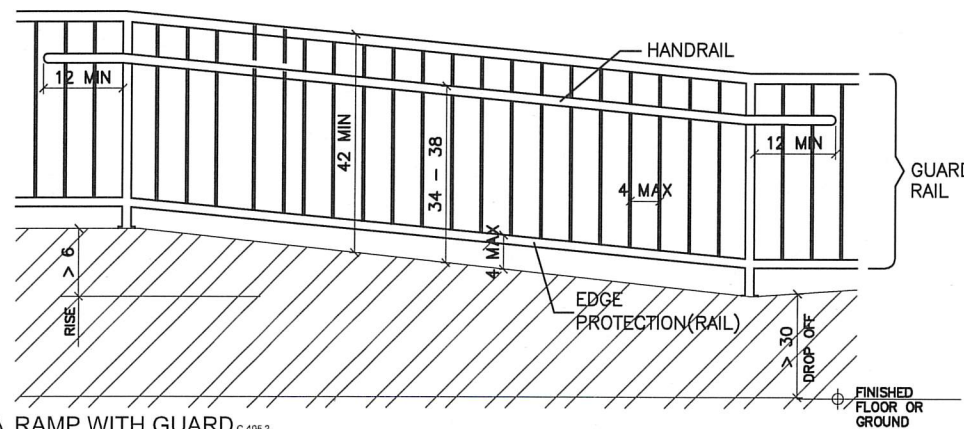
RAMP HAVE A RUNNING SLOPE GREATER THAN 1:20 AND NOT STEEPER THAN 1:12



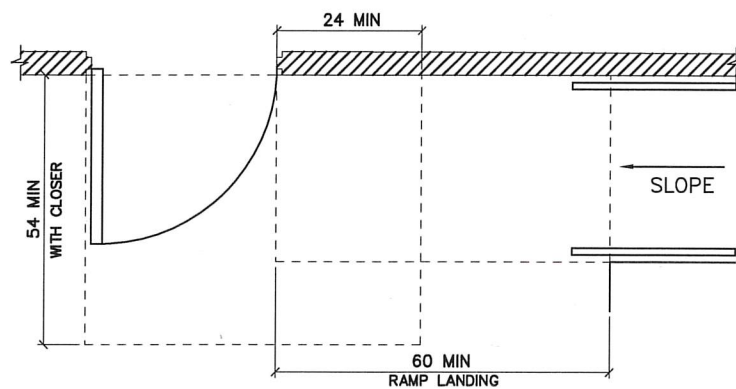
NOTE: IN EXISTING BUILDINGS OR FACILITIES, RAMP SHALL BE PERMITTED TO HAVE SLOPES STEEPER THAN 1:12 COMPLYING WITH TABLE 405.2

SLOPE	MAX RISE
STEEPER THAN 1:10 BUT NOT THAN 1:8	3 INCHES
STEEPER THAN 1:12 BUT NOT THAN 1:10	6 INCHES
A SLOPE STEEPER THAN 1:8 SHALL NOT BE PERMITTED	

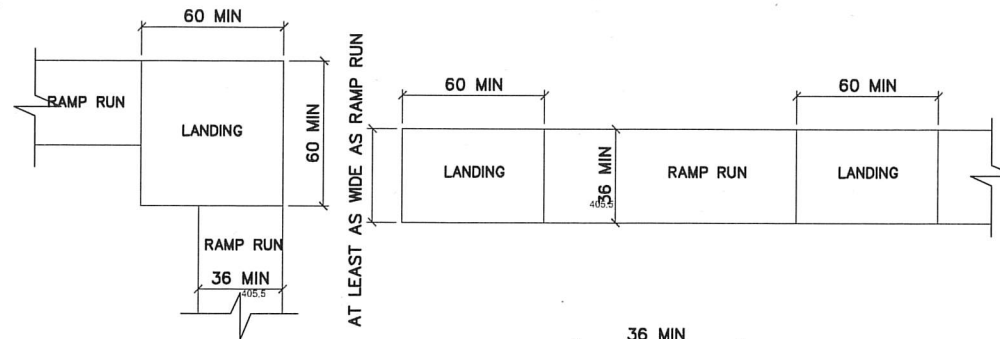
18 RAMP SLOPE 405.2  
HD.2 SCALE: NTS



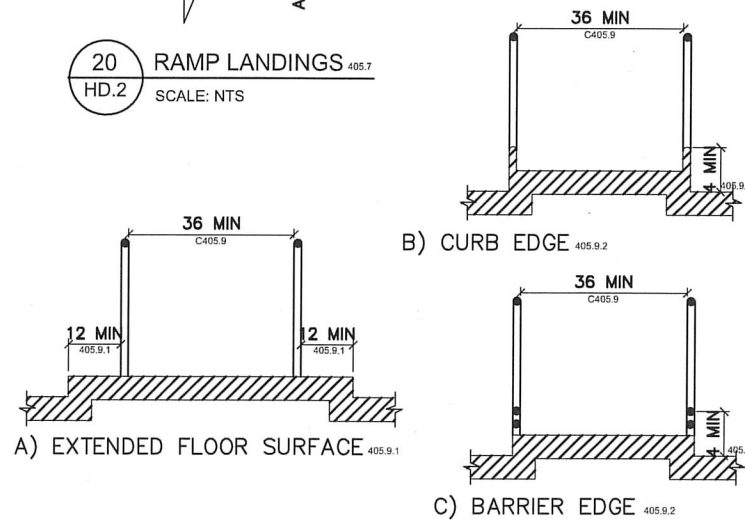
19 RAMP WITH GUARD 405.2  
HD.2 SCALE: NTS



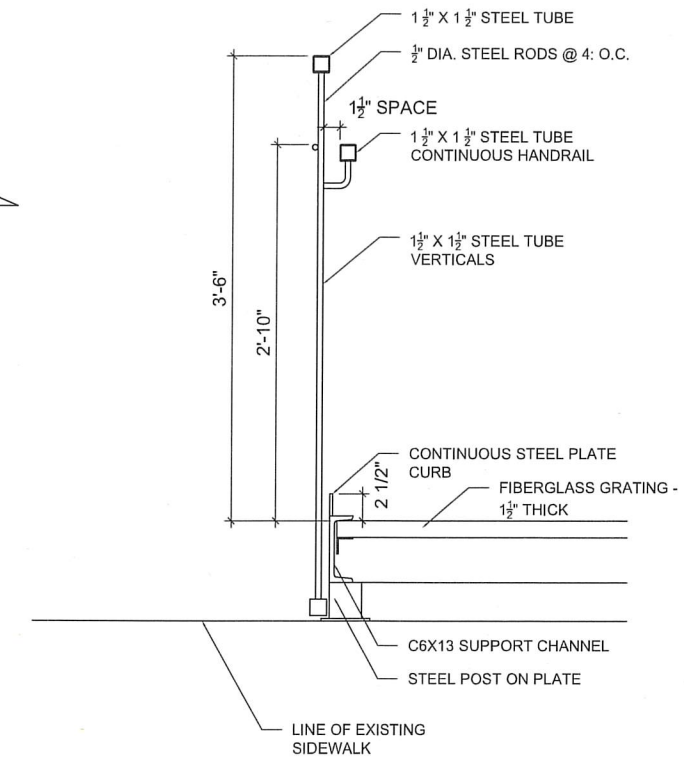
22 RAMP LANDINGS AT DOORS 405.7.5.A  
HD.2 SCALE: NTS



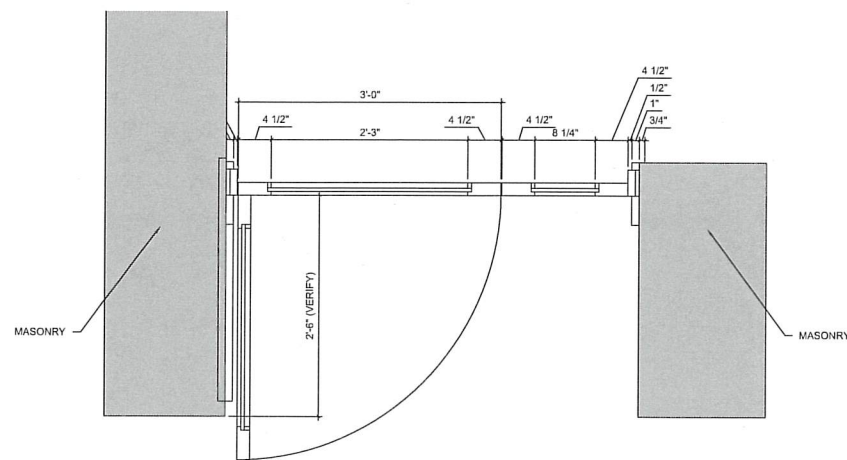
20 RAMP LANDINGS 405.7  
HD.2 SCALE: NTS



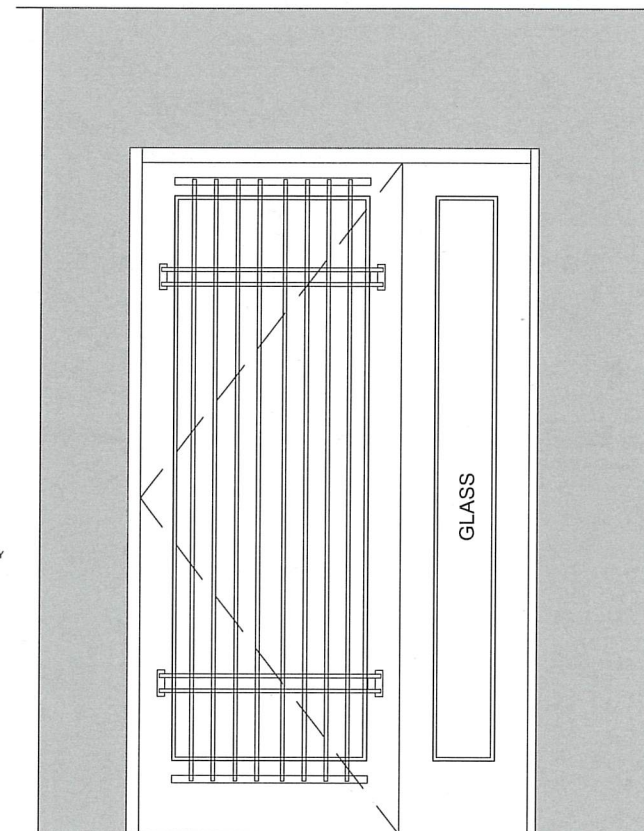
21 RAMP EDGE PROTECTION 405.9  
HD.2 SCALE: NTS



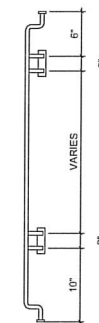
1 RAMP HANDRAIL DETAILS  
SCALE: 1 1/2" = 1'-0"



2 ENTRY DOOR FLOOR PLAN  
SCALE: 1" = 1'-0"



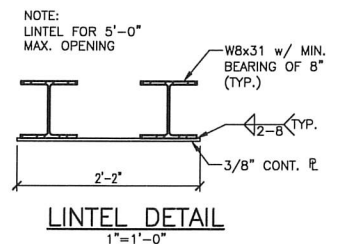
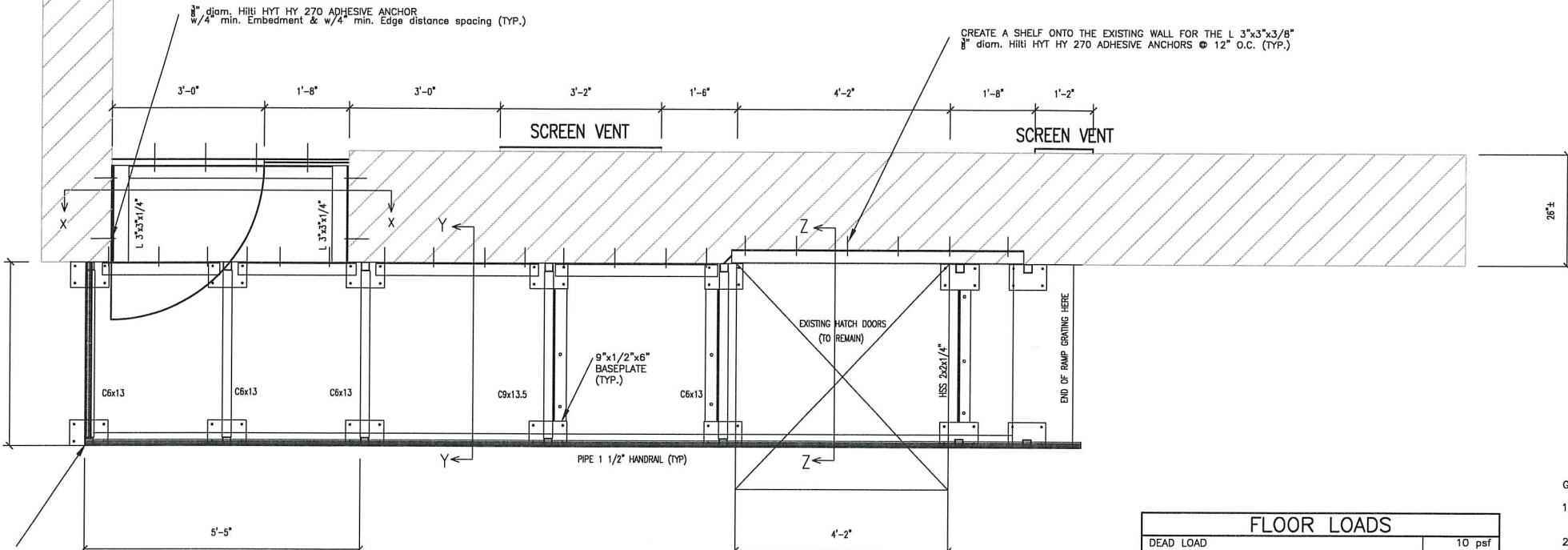
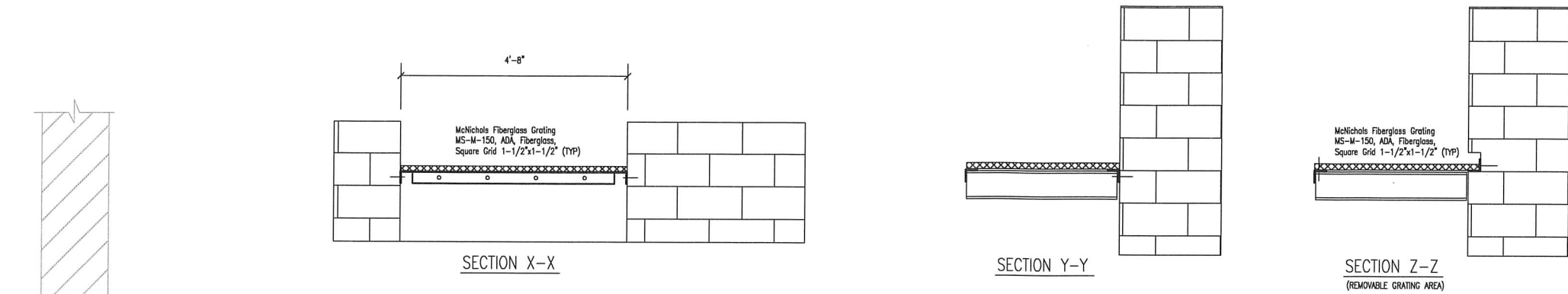
3 ELEVATION  
SCALE: 1" = 1'-0"



3 GRILLE SECTION  
SCALE: 1" = 1'-0"

PAUL C. BECK, P.E. LICENSE NO. \_\_\_\_\_ DATE \_\_\_\_\_  
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No.	Description	Date



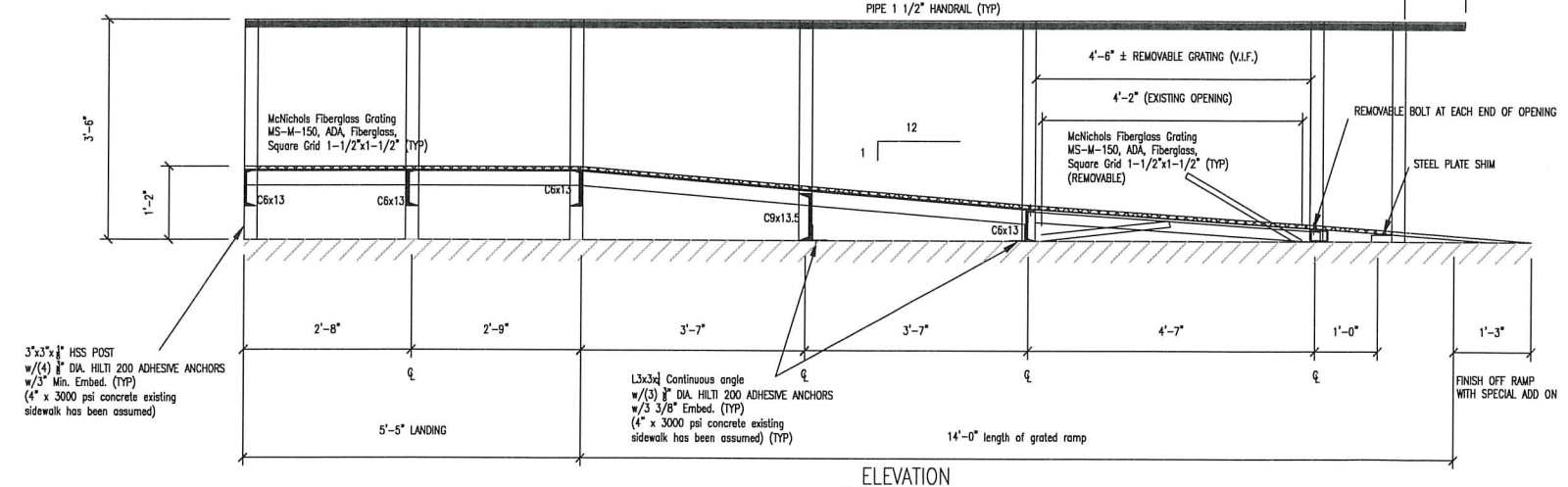
FLOOR LOADS	
DEAD LOAD	10 psf
LIVE LOAD	100 psf
TOTAL LOAD	110 psf

CONTRACTOR TO VERIFY EXISTING DIMENSIONS, MEASUREMENTS, FLOOR AND ROOF ELEVATIONS AT SITE.  
 NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCY BETWEEN DRAWINGS AND FIELD CONDITIONS.

- GENERAL NOTES**
- General Contractor shall verify all conditions and check all measurements on job and shall be responsible for same.
  - All concrete shall be controlled stone concrete complying with all ACI Building Code requirements, of a minimum ultimate compressive strength at 28 days of 3,000 psi.
  - All fill shall be compacted layer by layer to not less than 95% of the maximum density when tested in accordance with ASTM D1557.
  - Material, fabrication, and erection shall conform to the latest requirements of the AISC Specification.
  - All wide flange structural steel shall conform with ASTM A992 specifications. All other structural steel shall conform to ASTM A36 specifications.
  - All connections shall be high-strength bolted or welded, unless otherwise noted on drawings.
  - All high-strength bolts shall be 3/4" diameter A325-N type, unless otherwise noted on drawings.
  - All steel shall receive one shop coat of Sherwin-Williams Steel Spec Structural Steel Primer B50AV11, unless otherwise noted.
  - All welding shall be in accordance with the latest edition of the "Structural Welding Code" as published by the American Welding Society.
  - All welding electrodes to be E70XX.
  - All concrete subject to vehicle loads is to be 4,000 psi.
  - Wire mesh shall conform to ASTM A185, or latest edition and shall lap one full mesh at side and end laps, and be wired together.
  - Length of reinforcing splices shall conform to ACI Building Code requirements, but in no case shall be less than 30 bar diameters.
  - Footings shall bear on undisturbed soil, free of frost and having a minimum allowable bearing capacity of 1 1/2 tons per square foot.
  - All concrete shall contain the water reducing admixture "Eucon WR-75" or approved equal.
  - All concrete shall be formed.
  - All tube steel shall conform to ASTM A500 Grade B.
  - All steel pipe shall conform to ASTM A53, Type E or S, Grade B.
  - Provide bearing plates and anchor bolts, studs, or wall anchors for all wall bearing beams.
  - All connections are to be made with framing angles.
  - All specialty anchors and fasteners are to be manufactured by the Hilti Corporation or approved equal, and are to be installed per the manufacturer's specifications, including torque, embedment, length, etc.

3"x3"x1/4" HSS POST  
 w/(4) 3/8" DIA. HILTI 200 ADHESIVE ANCHORS  
 w/3" Min. Embed. (TYP)  
 (4" x 3000 psi concrete existing sidewalk has been assumed)

NOTE:  
 1) ADD ADDITIONAL INFILLED GRID AS REQUIRED BY ADA (NOTIFY PBA ENGINEERING OF ANY DEVIATIONS FROM THESE DRAWINGS)



3"x3"x1/4" HSS POST  
 w/(4) 3/8" DIA. HILTI 200 ADHESIVE ANCHORS  
 w/3" Min. Embed. (TYP)  
 (4" x 3000 psi concrete existing sidewalk has been assumed)

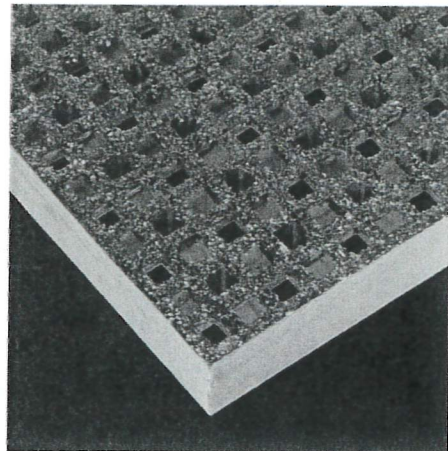
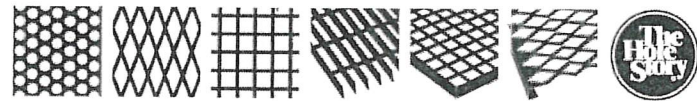
L3x3x1/2 Continuous angle  
 w/(3) 3/8" DIA. HILTI 200 ADHESIVE ANCHORS  
 w/3 3/8" Embed. (TYP)  
 (4" x 3000 psi concrete existing sidewalk has been assumed) (TYP)

PROJECT:  
**CALIENTE CAB CORP.**  
 61 7TH AVE SOUTH MANHATTAN, NY

SEAL & SIGNATURE: \_\_\_\_\_ DATE: 06.24.19  
 PROJ. NO.: I-4382  
 DRAWING BY: MRR  
 CHK BY: LC  
 DWG No.  
**S101.00**  
 1 of 1



NEW DOOR TO MATCH  
THIS EXISTING  
ENTRY DOOR



**McNICHOLS® FIBERGLASS GRATING**

Molded, Square, MS-M-150, ADA, Fiberglass, SGF Polyester Resin, Dark Gray, 1-1/2" Grid Height, 3/4" x 3/4" Square Grid - Top, 1-1/2" x 1-1/2" Square Grid - Bottom, Grit Surface, 44% Open Area

**McNICHOLS®** Fiberglass Grating, Molded, Square, MS-M-150, ADA Compliant, Fiberglass, SGF Polyester Resin, Dark Gray, 1-1/2" Grid Height, 3/4" x 3/4" Square Grid - Top, 1-1/2" x 1-1/2" Square Grid - Bottom, Grit Surface, (ADA Compliant Product Regardless of Direction of Travel), 44% Open Area

**ITEM F2M214G04L - 48" x 144"**

**ITEM SPECIFICATIONS**

<b>Item Number</b>	F2M214G04L
<b>Product Line</b>	Fiberglass Grating
<b>Construction Type</b>	Molded
<b>Grid Shape</b>	Square
<b>Series Type &amp; Name</b>	MS-M-150 - ADA
<b>Primary Material</b>	Fiberglass (FG)
<b>Resin &amp; Type</b>	SGF Polyester Resin (SGF)
<b>Color</b>	Dark Gray
<b>Grid Height</b>	1-1/2"
<b>Grid Size</b>	3/4" x 3/4" on Center (Top), 1-1/2" x 1-1/2" on Center (Bottom)
<b>Grid Thickness - Top</b>	9/32"
<b>Grid Thickness - Bottom</b>	13/64"
<b>Product Surface</b>	Grit
<b>ADA Compliant</b>	ADA Compliant Product Regardless of Direction of Travel
<b>Percent Open Area</b>	44%
<b>UV Protection</b>	UV Resistant
<b>Fire Retardant Rated</b>	Yes



RAILING -  
"RUST FINISH" ON  
STEEL W/ CLEAR  
COAT SEALER-  
MATTE

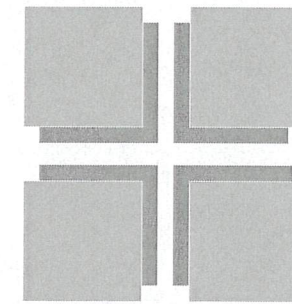
RAMP BASE -  
PAINT COLOR

CALIENTE CAB  
61 7<sup>th</sup> AVE. SOUTH  
NEW YORK, NY

PROPOSED RAMP FOR  
CALIENTE CAB -  
BLEEKER STREET

APPENDIX

**KIM THOMAS SIPPEL  
ARCHITECT, P.C.**



**PROJECT NARRATIVE**

New York City Landmarks Preservation Commission  
Attn: Ms. Abbie Hurlbut  
1 Centre Street, 9<sup>th</sup> Floor North  
New York, NY 10977

Re: **Caliente Cab – 61 Seventh Avenue South, New York, NY  
Bleeker Street Handicapped Ramp Application  
LPC Docket # LPC-19-39118**

Date: 8 June 2020

Dear Ms. Hurlbut and Commissioners,

We respectfully submit these revised submission documents to apply for the Handicapped Access Ramp for Caliente Cab to be located along the Bleeker Street Façade of the existing Restaurant.

The new ramp would extend along the Bleeker Street section of the existing façade starting with a new platform at floor level at the existing exit door for the restaurant. A new platform would be created for handicapped access which would involve the widening of the door opening, taking it back to its original masonry wall at the back of the building. The ramp would then slope down to the north-west for 13'-1" in length to finish at the existing sidewalk level. A new door and side light would be added to match the character and materials of the existing main entry door.

We have looked at all the possible locations and options around the entire perimeter of the building to provide handicapped access to the existing first floor level, and the Bleeker Street location works out to be the only real option. The option of adding a ramp along the Seventh Ave. South side worked out to require a switchback ramp (after a careful survey of the levels). This ramp design would extend out 7 feet from the building and travel over 18 feet in length from a new platform in order to accommodate the ramp length based on the height from the ground floor to the existing sidewalk. The ramp on this location would not only be massive in scale and aesthetically cumbersome, but this design would require Revocable Consent allowances from the Department of Transportation, and revisions to the existing Sidewalk Café.

We appreciate all your consideration and advice on this project and the odyssey it has become. Please contact me with any questions or comments.

Respectfully,

Kim Thomas Sippel