

1 **CHELSEA LAND USE COMMITTEE**

Item #: 1

2
3 October 22, 2013

4
5 Amanda M. Burden
6 Chair
7 City Planning Commission
8 22 Reade Street
9 New York, NY 10007

10
11 **Re: ULURP Applications Nos. 140001 ZMM and N 140002 ZAM**
12 **Block 716, Lot 17; 429-433 West 18th Street**
13 **Fulton Houses Parking Lot Development (RATIFICATION)**

14
15 Dear Chair Burden:

16
17 At its regularly scheduled Board Meeting on September 4, 2013, Manhattan Community Board 4
18 (MCB4), following a duly noticed public hearing, voted by roll call 28 for, 3 against, 0
19 abstaining and 1 present not eligible to recommend denial of applications 1400001 ZMM for a
20 zoning map amendment and N 1400002 ZAM for a zoning authorization to enable the
21 construction of an affordable housing project on a parking lot in the Fulton Houses unless the
22 conditions discussed below on unit distribution, outdoor areas, jobs and other concerns are met.
23 This letter is follow up to that action.

24
25 At its regularly scheduled MCB4 Chelsea Land Use Committee meeting on October 21, 2013,
26 the Committee voted unanimously to recommend approval* of the following elements, as follow
27 up actions to its actions noted above, of the above referenced ULURP applications to enable the
28 construction of an affordable housing project on a parking lot in the Fulton Houses:

- 29
30 1. The major design modification to the building façade, as presented by the Artimus
31 Construction, the developer, with an attractive mix of traditional and modern features
32 now makes the building more compatible with both the adjacent Fulton Houses campus
33 and the West Chelsea neighborhood. The building exterior would have vertical brick
34 piers, columns and bundles of windows, two types of brick, several cornices, a setback,
35 and glass canopies.
36
37 2. The increase in the tenant preference for NYCHA Fulton residents from 20 percent to 25
38 percent. The Board thanks Borough President Scott Stringer and HPD for their efforts to
39 increase the NYCHA preference.
40
41 3. The inclusion in the Mayoral Zoning Override of both fewer and smaller width curb cuts.
42
43 4. The parking space capacity in the Fulton NYCHS campus will be redistributed and
44 reduced from the current authorized 121 spaces to 100 spaces instead of 101 spaces as
45 originally proposed parking spaces to accommodate turning movements, as determined
46 by NYCHA analysis. MCB4 notes that while the parking capacity is reduced by 20
47 spaces, there are currently 96 NYCHA Tenant Parking permit holders in the Fulton
campus. The reduced capacity of 101 will allow parking for 5 new NYCHA Tenants.

1
2 CB 4 is very pleased that the developer, Artimus, has agreed to the majority of CB 4's
3 recommendations for this project, and welcomes the much-needed 158 permanently affordable
4 units that will be added to the Chelsea community.

5
6 Sincerely,

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8 Corey Johnson
9 Chair



John Lee Compton
Co-Chair
Chelsea Land Use Committee



Betty Mackintosh
Co-Chair
Chelsea Land Use Committee

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12
13 *To be ratified by the full Board on 11/6/13

14
15 cc: Robert Ezrapour, Evan Kashanian – Artimus Construction
16 RuthAnne Visnauskas, Beatriz de la Torre, Thehbia Walters – HPD
17 Fred Harris – NYCHA
18 Edith Hsu-Chen, Adam Wolff, Karolina Hall - DCP
19 Gail Benjamin, Danielle DeCerbo – City Council Land Use Division
20 Melanie LaRocca, Harriet Sedgwick - NYC Council Speaker Christine Quinn
21 Brian Cook, Michael Sandler – Manhattan Borough President Scott Stringer
22 NYS Senator Brad Hoylman
23 NYS Assemblyman Richard Gottfried
24 US Congressman Jerrold Nadler
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1 **LANDMARKS COMMITTEE**

Item #: 9

2
3 October 21, 2013

4
5 Hon. Robert B. Tierney, Chair
6 Landmarks Preservation Commission
7 Municipal Building, 9th floor
8 One Center Street
9 New York, NY 10007

10
11 **Re: 405 West 14th Street - Gansevoort Market Historic District (RATIFICATION)**

12
13 Dear Chair Tierney:

14
15 Manhattan Community Board 4 is writing in response to an application by the owner's architect
16 for approval of a proposed new signage banner on the front of 405 West 14th Street, currently a
17 commercial storefront in the Gansevoort Market Historic District.

18
19 The work consists of the introduction of a horizontal flagpole with a suspended four-foot wide
20 by nine-foot tall advertising banner. The banner would be suspended between second story
21 windows and would be perpendicular to the façade.

22
23 The Board finds the proposed banner unacceptably large and lacking in historic precedent. The
24 Board would prefer re-introduction of a fixed canopy similar to that shown in historic photos,
25 with a smaller "blade" sign suspended below. This arrangement would be similar to the metal
26 and glass canopy with hanging signs now existing just east of the site.

27
28 As an alternative, the Board would find acceptable a fabric awning incorporating signage. The
29 Board understands that the applicant earlier proposed to Commission staff the introduction of a
30 canvas awning printed with signage, but that the Commission found the proposed awning too
31 large. The Board would ask the Commission to consider an appropriately modified canopy
32 design which might better integrate signage and recall the block's original distinctive canopies
33 than the currently proposed banner.

34
35 The Board would strongly prefer incorporation of the above suggestions.

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37 Sincerely,

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39 Corey Johnson
40 Chair



Pamela Wolff
Chair, Landmarks Committee

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1 **Clinton/Hell's Kitchen Land Use Committee**

Item #: 12

2
3 November 8, 2013

4
5 Hon. Meenakshe Srinivasan
6 Chair
7 Board of Standards and Appeals
8 40 Rector Street, 9th Floor
9 New York, NY 10006

10
11 **Re: BSA Cal. No. 236-13-BZ**
12 **423 West 55nd Street**
13 **Physical Culture Establishment (GYM) – Special Permit**

14
15 Dear Chair Srinivasan:

16
17 Manhattan Community Board 4, having held a duly noticed public hearing on BSA Calendar No.
18 206-13-BZ, voted at its meeting on November 6, 2013 to recommend approval of the application
19 for a special permit for a physical culture establishment (PCE) at 423 West 55th Street.

20
21 This application was filed on behalf of Planet Fitness, under section 73-36 of the Zoning
22 Resolution of the City of New York. The prior occupant of the space was also a PCE.

23
24 In its presentation to the Clinton/Hell's Kitchen Land Use Committee on October 30, 2013, the
25 applicant was represented by its land use counsel. From his descriptions, which are supported by
26 the application and the accompanying floor plans, the proposed facility is without question a
27 legitimate PCE.

28
29 This Board has reviewed the Statements of Facts and Findings in the application and agrees that
30 the proposed facility meets the requirements under section 73-03 of the ZR for the requested
31 special permit.

32
33 The Board therefore recommends approval of the application if our conditions are met and
34 provided the Department of Investigation background check report required by section 73-36(c)
35 of the ZR is received and satisfactory.

36
37 Sincerely,

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Corey Johnson
Chair

Jean-Daniel Noland, Co-Chair
Clinton/Hell's Kitchen Land Use Committee

39 cc: Melanie LaRocca, Harriet Sedgwick - NYC Council Speaker Christine Quinn
40 Brian Cook, Michael Sandler – Manhattan Borough President Scott Stringer
41 Joshua J. Rinesmith, applicant's representative

1 **Clinton/Hell's Kitchen Land Use Committee**

Item #: 13

2
3 November 8, 2013

4
5 Hon. Meenakshe Srinivasan
6 Chair
7 Board of Standards and Appeals
8 40 Rector Street, 9th Floor
9 New York, NY 10006

10
11 **Re: BSA Cal. No. 119-03-BZ**
12 **10 Columbus Circle**
13 **Physical Culture Establishment (GYM) – Special Permit**
14

15 Dear Chair Srinivasan:

16
17 Manhattan Community Board 4, having held a duly noticed public hearing on BSA Calendar No.
18 119-03-BZ, voted at its meeting on November 6, 2013 to recommend approval of the application
19 for the renewal of a special permit for a physical culture establishment (PCE) at 10 Columbus
20 Circle.

21
22 This application was filed on behalf of Equinox Columbus Center LLC, under section 73-11 of
23 the Zoning Resolution of the City of New York. They have occupied the space as a PCE for
24 almost 10 years with no record of complaints on file in the board office.

25
26 This Board has reviewed the Statements of Facts and Findings in the application and agrees that
27 the proposed facility meets the requirements under section 73-03 of the ZR for the requested
28 renewal of the special permit.

29
30 Sincerely,

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Corey Johnson
Chair

Jean-Daniel Noland, Co-Chair
Clinton/Hell's Kitchen Land Use Committee

32 cc: Jesse Bodine - NYC Council Member Gale Brewer
33 Brian Cook, Michael Sandler – Manhattan Borough President Scott Stringer
34 Rothkrug Rothkrug & Spector, applicant's representative
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1 **TRANSPORTATION PLANNING COMMITTEE**

Item #: 19

2
3 November XX, 2013

4
5 The Honorable Andrew M. Cuomo
6 Governor of New York State
7 NYS State Capitol Building
8 Albany, NY 12224

9
10 Governor Chris Christie
11 Governor of New Jersey
12 Office of the Governor
13 PO Box 001
14 Trenton, NJ 08625

15
16 Patrick Foye
17 Executive Director
18 Port Authority of New York and New Jersey
19 225 Park Avenue South
20 New York, NY 10003

21
22 **Re: #7 Train Extension to New Jersey to Bus Stop Relocation**

23
24 Dear Governor Cuomo, Governor Christie, and Mr. Foye:

25
26 Manhattan Community Board 4 (CB4) supports the recommendations of the #7 Train Extension
27 (7X) Study Group to further explore the feasibility of extending the #7 train to Frank R.
28 Lautenberg Station (FRL Station) in Secaucus. We specifically note that the Study Group
29 proposal includes two elements of particular importance to CB4 - building a minimum 60 bay
30 bus facility just south of (and integrated into) the existing FRL Station to accommodate a
31 commuter bus terminus at the proposed #7 train stop rather than Manhattan, and the building of
32 the #7 train subway stop at 10th Avenue and West 41st Street, a long time priority of CB4. We
33 urge you to include the funds required to complete the feasibility study (approximately \$2
34 million) in your FY 2015 budget and incorporate this option in your overall plans to build a bus
35 garage and renovate the Bus terminal.

36
37 The #7 Train Extension Study Group, which included representatives from the Governor's
38 Offices of both New Jersey and New York, NYC Mayor's Office, NJ Transit, Port Authority of
39 NY and NJ, the MTA, NYC DCP, NYC DOT, and the Hudson Yards Development Corporation,
40 was convened in response to the projected 38% increase in commuter traffic between Manhattan
41 and New Jersey by 2030 and the cancellation of the "Access to the Region's Core" (ARC)
42 project. The Study Group recommends to a proposal to the Federal Transit Administration to
43 substitute the #7 train extension to the Secaucus project to the already federally approved ARC
44 project.

45

1 Addressing the projected increase in New Jersey/Manhattan commuting is particularly important
2 for the CB4 district. A substantial portion of the increase in commuters is expected to be in the
3 roughly 26 million square feet of additional office and commercial space and an estimated
4 120,000 workers in Hudson Yards (EDC estimates that 30% of Hudson Yards workers will be
5 NJ commuters), an area not planned to be connected by transit to Penn Station, while the Port
6 Authority Bus Terminal and the Lincoln Tunnel are already exceeding their capacity and cannot
7 absorb any more volume. The 7X would also provide NJ commuters with a much larger pool of
8 job opportunities accessible through a one-stop trip: the East Side (via the existing Grand Central
9 Station stop on the #7 train) and Queens, thus alleviating some of the increased congestion
10 otherwise likely for the Port Authority bus terminal and other west side access points to the east
11 side and Queens. The present hyper - congestion of our streets by commuter buses has led to
12 residential streets being used routinely and illegally as bus routes and bus parking. The #7 train
13 extension to Secaucus is estimated by EDC to remove 200 buses per peak hours from our streets
14 and from the Lincoln Tunnel, thus creating much needed capacity to reduce overall traffic
15 queuing in our area.

16
17 We are glad that the Final Report of the study group references the need for additional bus
18 capacity, in addition to the #7 Train extension: we request that any feasibility study be tightly
19 coordinated if not integrated with the study of plans for the construction of the long-proposed,
20 long delayed additional Port Authority bus garage in Manhattan and, other methods to mitigate
21 the anticipated increased bus commuting to the west side of Manhattan.

22
23 This addition would be consistent with one of the five approved goals articulated by the Study
24 Group - to "Preserve and Protect the Environment" including "Avoid/minimize adverse impact
25 on communities and neighborhoods," "Improve air quality by ...reduced vehicle miles and
26 vehicle emissions," and "Preserve and enhance natural and built environment" and urge its
27 addition to the Study.

28
29 With the above addition to the scope of the study, we urge you, the city and the states, to fund
30 this study in the FY 2015 budget.

31
32 Sincerely,

33 cc: Assemblymember Richard Gottfried
34 Assemblymember Linda Rosenthal
35 NYS Senator Brad Hoylman
36 NYC Council Speaker Christine Quinn
37 Manhattan Borough President Scott Stringer
38 Federal Transit Administration
39 #7 Train Extension Study Group members
40 Tom Pendergast, Metropolitan Transit Agency
41 Jim Weinstein, New Jersey Transit
42 Tim Sullivan,
43 Andrew Mills, Port Authority of New York and New Jersey
44 Ann Weisbrod, Hudson Yards Development Corporation
45 Amanda Burden and Sandy Hornick, City Planning Commission
46 Mayor Elect DeBlasio

1 **TRANSPORTATION PLANNING COMMITTEE**

Item #: 21

2
3 November XX, 2013

4
5 Margaret Forgione
6 Manhattan Borough Commissioner
7 NYC Department of Transportation
8 59 Maiden Lane, 35th Floor
9 New York, NY 10038

10
11 **Re: Construction – 301 West 46th Street**

12
13 Dear Commissioner Forgione:

14
15 Manhattan Community Board #4 conditionally recommends that DOT approve the plans of the
16 Rinaldi Group LLC to temporarily close 120' feet of the sidewalk on the north side of W. 46th
17 Street immediately west of 8th Avenue and install a cross walk to the south sidewalk at the
18 western edge of the closed sidewalk area. We make this recommendation because we feel it is a
19 safer alternative to a more complicated enclosed protected pedestrian area on the north side of
20 the street during the contemplated 18 to 24 month construction period, is supported by a
21 substantial number of community residents and surrounding businesses, and would provide a
22 "trial period" for a potential longer term midblock protected crosswalk along West 46th Street
23 between 8th and 9th Avenue. We note that the approval is conditioned on several commitments
24 made by the Rinaldi Group, outlined below, that must be put in writing and be part of any DOT
25 and/or DOB approval of this plan. It is also conditioned on Rinaldi's commitment to do
26 additional outreach to surrounding area block and neighborhood associations and continued
27 dialogue with the businesses and residents along Restaurant Row.

28
29 The Rinaldi Group LLC is constructing a 335,000 square foot, 642 key hotel, a four story
30 townhouse and twelve units of affordable housing, required as a cure for documented tenant
31 harassment by a previous owner and to be owned by an HPD approved nonprofit agency. It
32 should be noted that this letter is limited to consideration of the proposed sidewalk closure and
33 pedestrian rerouting. Rinaldi has committed to work with the Quality of Life Committee to
34 discuss construction period noise and disturbance and with the Housing Committee on any
35 further discussions of the affordable cure units.

36
37 Rinaldi has recently began to mobilize for construction and anticipates a minimum 18 month
38 period of work and proposed northside sidewalk closure beginning later this year or early 2014.
39 The construction will include 75 days of excavation, 90 days of Foundation pouring, 110 days
40 for the building of the first 4 stories and 9+ months for the additional 23 stories. During this time
41 they would be using a minimum 25' curb cut on the north side of West 46th Street for truck and
42 crane placement and material delivery, including approximately half a year of a large crane on
43 the site often overhanging the sidewalk.

44
45 During this time Rinaldi proposes to close the sidewalk on the north side of the street for the
46 120' adjacent to the sidewalk fronting 8th Avenue and block the one lane of traffic for this

1 portion on the north side of the block, change the parking regulations on this portion of the south
2 side of the street from “No Standing 7am to 7pm, Except Loading and Unloading” and “No
3 Standing” for a church entrance to “No Standing Anytime, Construction Zone.” They propose to
4 install a 8’ wide striped pedestrian crossing on the western edge of this zone with a stop sign.
5 Rinaldi also proposes, which Community Board approval is conditioned on their submission of
6 such conditions in writing and be made a part of any DOT/DOB approval:
7

- 8 • 24-hour staffing on the block for the entire construction period including at least one
9 worker at all times designated to control traffic at the pedestrian crossing and ensure stop
10 sign enforcement;
- 11 • A stop sign on both sides of the block, with a warning sign toward the western end of the
12 site near 9th Avenue;
- 13 • Agreement to a lighting plan to replace the temporary removal of a street light required
14 by this configuration and consistent with the historic nature of the block;
- 15 • Agreement to install a minimum of 5 trees along the affected route immediately after the
16 construction phase;
- 17 • Request DOITT permanently remove the phone booth on 8th Avenue just north of West
18 46th Street;
- 19 • Creating an e-mail blast list and sending out notices of construction work progress,
20 anticipated noise, and expected traffic impact during the entire construction period;
- 21 • Limiting the hours of construction and truck arrival and departure to avoid pre-theater
22 dining time (an active time for surrounding businesses);
- 23 • Provide the Community Board with a fuller schedule of expected truck arrival and
24 departure times for potential comment and suggestions; and
- 25 • Continued meeting with area block associations and business members of Restaurant
26 Row.

27
28 It should be noted that Rinaldi presented several dozen letters in support of their proposal,
29 including from the surrounding restaurants and from the church across the street, at the
30 Transportation Planning Committee meeting public hearing on their request.

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32 Sincerely,
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1 **TRANSPORTATION PLANNING COMMITTEE**

Item #: 21

2
3 November XX, 2013

4
5 Margaret Forgione
6 Manhattan Borough Commissioner
7 NYC Department of Transportation
8 59 Maiden Lane, 35th Floor
9 New York, NY 10038

10
11 **Re: Comments on the Final Draft of the Clinton/Hell's Kitchen Neighborhood Traffic**
12 **Study**

13
14 Dear Commissioner Forgione:

15
16 The two-year Clinton/Hell's Kitchen Neighborhood Traffic Study for the area from West 29th
17 Street to West 55th Street, and from 8th Avenue to the Hudson River was undertaken in 2007 by
18 the New York City Department of Transportation (DOT) with funds from the Federal
19 Government, with the goals of improving safety, mobility, and the quality of life for all street
20 users (pedestrians, cyclists, transit users and motorists). The report presents recommended
21 improvement measures based on analysis of existing and projected future conditions, as well as
22 community input and feedback.

23
24 CB4 is very pleased by the productive collaboration between the DOT and the community, the
25 early implementation of safety measures and the excellent recommendations contained in the
26 study to resolve complex system-wide problems. We believe such measures will make a
27 meaningful difference to the quality of life in our neighborhood. **However the study is far from**
28 **completed.** The study has been plagued by considerable delays and its resources sometimes
29 diverted to other projects. A number of items are still being investigated and it is not clear how
30 resources and funding would be prioritized in the absence of a study. Shortchanging its scope is
31 also not an option at a time when the far West Side Development is ramping up.

32
33 **CB4 requests that the study remain active and the report be considered interim** until DOT
34 reviews with the Steering Committee and provides final recommendations and implementation
35 dates for the following outstanding items:

- 36
- 37 • Improve traffic flow with Signage for 9th Avenue approaching Ramp C and 41st Street
 - 38 • Improving Pedestrian safety by analyzing intersections with high pedestrian crashes and fatalities (16), and sidewalks with excessive pedestrian crowding (29)
 - 39 • Improving bus service and relief of congestion with alternative configurations of 11th
40 Avenue north of West 44th Street and associated signage
 - 41 • Relieving 42nd Street and 9th Avenue congestion by establishing a PM peak period contra-
42 flow bus lane on Dyer Avenue
 - 43 • Commitment from NYPD or the Port Authority to provide resources on a permanent
44 basis to post at West 37th and West 41st Streets.
- 45

46 We also note that the proposed conversion of 11th Avenue to two-way south of West 37th Street

1 (to be installed in 2014) was not in the scope of the study or the solutions reviewed by the
2 Steering Committee or CB4. It is urgent that this proposal be vetted by CB4 and that its schedule
3 does not takes precedence over higher priorities in the study related to safety.
4

5 **Detailed Comments:**

6 CB4 is very grateful that several short-term improvements for the Clinton/Hell’s Kitchen
7 Neighborhood Study have already been implemented and others are planned for next year. These
8 include:
9

10 **Already Implemented**

- 11 • Crosswalks with setback stop bars. (8th Avenue, at West 30th, 31st and 34th
12 Streets, 9th Avenue, at West 31st, 34th, 38th and 40th Streets, 10th Avenue and West 42nd
13 Street, Dyer Avenue and West 34th Street)
- 14 • Don’t Block the Box signage. (9th Avenue, at West 42, 43rd and 44th Streets)
- 15 • Bike lanes on 8th and 9th Avenues and cross streets.
- 16 • Relocated bus layover areas and expanded bus stops. (43rd Street and 9th Avenue, West of
17 10th Avenue and SE corner of 42nd Street and 9th Avenue).
- 18 • Signal timing changes, including six leading pedestrian intervals (LPIs), moving the
19 westbound turn arrow at West bound 42nd Street and 9th Avenue from leading to trailing,
20 increased time by 30% to cross wide avenues, offset changes to improve progression, and
21 “feathering” of green time for 9th Avenue north of West 42nd Street to reduce congestion.
- 22 • Curb extension at South East corner of West 41st Street and 9th Avenue.
- 23 • Split phase for bikes at major intersections (3)
24

25 The draft final report proposes the following implementation schedules for studied
26 improvements:
27

28 **2013**

- 29 • The “Canoe” project (Ramp C expansion and greening at 36th Street and 9th Avenue.
- 30 • A turn prohibition at West 37th Street and 9th Avenue to reduce congestion on 9th Avenue
- 31 • A turn prohibition at West 36th Street and Dyer Avenue to reduce congestion on 36th
32 Street and on incoming Lincoln Tunnel traffic
- 33 • Select Bus Service (SBS) for 34th Street with bulb outs for bus stops with barred turns at
34 9th and 8th Avenues

35 **2014**

- 36 • Split phase and other measures (bulb outs, bus lanes and signage) for West 41st Street on
37 9th Avenue
- 38 • Split phase at West 43rd Street and 9th Avenue.
- 39 • Conversion of 11th Avenue to two-way south of West 37th Street
40

41 **However a number of key measures are not finalized neither their implementation schedule**
42 **proposed in the following categories:**
43

44 **Pedestrian safety**

45 With a stated objective to improve Pedestrian safety, DOT must propose measures for the other
46 16 high crash/high fatality locations beyond the four key intersections that the study addresses,

1 for which the community had requested the installation of split phases. The report should also list
2 the 29 sidewalks overcrowded at PM peak hours and propose mitigation.

- 3
- 4 ■ Page 7 and 18 – While the intersection of 8th Avenue and West 42nd St is acknowledged as
5 the most dangerous for pedestrians, no mitigation is proposed. At a minimum the turning
6 arrow for eastbound vehicles should be moved from leading to trailing similar to 9th/42nd
7 intersection, with a long term goal of a Barnes Dance or a split phase for eastbound vehicles
8 turning north.
- 9 ■ Page 70 - The chart shows the feasibility of split phases for a few locations. While it is
10 useful, this chart should include the feasibility of split phases for the 16 high crash and
11 fatality locations. It would be helpful if it indicated if the turn lane is the avenue or the street
12 and how it relates to the crashes circumstances.
- 13 ■ Page 78 – We request an implementation plan for those split phases or other traffic calming
14 measures deems feasible before Fiscal Year 2017.
- 15 ■ Page 78 – “PM peak period contra-flow bus lane on Dyer Avenue is still be investigated,
16 implementation uncertain”. This is a key component of improving both the traffic flow on 9th
17 Avenue and pedestrian safety at that intersection. Changing the flow of the 120 buses that
18 turn there at peak hours is a prerequisite to installing a full split phase to protect the south
19 pedestrian crossing. It would also remove the bottleneck on the avenue and ease the backups,
20 which currently reach up to West 50th Street.
- 21 ■ Page 39 – 60 – on the West 42nd Street South crossing the south turn arrow has already been
22 moved from leading to trailing in the green phase.
- 23

24 **Ramp C – West 37st Street**

- 25 ■ Page 49 – Clarify if the West 36th Street Turn Ban is to implemented concurrently with the
26 Canoe in 2013
- 27 ■ Page 78 –Clarify if the signage for 9th Avenue approaching Ramp C will be implemented in
28 2014 with the installation of Ramp C and West 37th Streets
- 29

30 **West 41st Street**

31 As previously requested by CB4, weekend peak hours must be included in the cars/trucks turn
32 ban at 41st Street. A permanent ban would be vastly preferable.

- 33
- 34 ■ Page 10 and 16 - On weekends the tunnel traffic outbound is intense from visitors, Broadway
35 Matinees and the fact that only three lanes are Jersey bound. We had requested a permanent
36 west turn ban for cars and trucks that would have simplified education and signage.
37 Alternatively, at a minimum, the proposed 41st street turn ban should be expanded to start at
38 3 PM and include the PM peak weekend hours
- 39 ■ As indicated further in the study, the signage should reflect that trucks are banned at all times
40 from using this entrance to the Tunnel (left from Dyer on to West 41st Street)
- 41

42 **11th Avenue**

43 The changes above West 44th Street should replicate other successful treatments to tunnel
44 approaches in other part of the city and be implemented in 2014. The newly proposed changes
45 below West 37th Street have not been reviewed and need vetting by CB4.

46

- 1 ▪ Page 64 and 66: the proposal is to increase the number of southbound lanes on 11th Avenue
2 from 3 to 4 between West 48th and West 44th Streets. South of West 44th Street, there are
3 seven southbound lanes feeding the Lincoln Tunnel, (seven lanes transform into two parking
4 and five moving lanes at non-peak hours). This proposal does not adequately address the
5 conditions on the ground.
- 6 ▪ The Steering Committee and CB4 are on record to request that the seven lanes width (five
7 moving and two parking) be extended from West 44th Street all the way to West 57th Street to
8 cause Lincoln Tunnel traffic not to back up as severely as it does, particularly as the rezoning
9 on the East side of 11th Avenue generates more residential development. A new bus route
10 service is starting there that will be severely impaired by the low number of lanes.
- 11 ▪ This section of 11th Avenue, which is a feeder to the Lincoln tunnel, is not comparable to
12 West End Avenue or York Avenue as suggested in the report but rather to the sections of 2nd
13 and 3rd Avenues that are located in midtown at tunnel entrances.
- 14 ▪ Page 66 - Will the increase in lanes north of West 44th Street be implemented in 2014 at the
15 same time as the changes south of West 34th Street?
- 16 ▪ Page 63- Neither the Steering Committee or CB4 have ever been consulted on the proposed
17 change to make 11th Avenue two ways between West 34th and West 23rd Street. Considering
18 the volume of northbound traffic between West 34th and West 40th streets, there is
19 considerable concern that removing a lane of traffic will push more truck volume to 10th
20 Avenue at PM peak hours. We request a presentation of this proposal, specifically including
21 truck usage information, as soon as possible.

22 23 **Buses and Transit**

24 The report should acknowledge the need for a long-term regional solution – a new bus terminal
25 and a bus garage- for the various kinds of buses that clog the streets and pollute the air of this
26 neighborhood.

- 27
- 28 ▪ Page 56 – 57 - DOT committed to not build the SBS 34 north curb extension west of Dyer
29 Avenue and to relocate the stop to west of 9th avenue (based on the outcome of a Dyer
30 avenue closure test with NYPD). This test should be scheduled to start as soon as the 36th
31 street no-turn signage is implemented.
- 32 ▪ Page 31 – NYPD operation 8/42 which cleared illegal buses needs to be repeated on a regular
33 basis since the old chaos has returned to 42nd Street, and a new law now requires that all long
34 distance buses obtain a permit to operate a stop on New York city streets.
- 35 ▪ Page 26 – The study should acknowledge that, with the bus terminal at capacity, a number of
36 bus operations are spilling over in the streets aggravating the congestion and idling in the
37 neighborhood, with many of these buses using residential street for detours.
- 38 ▪ In addition to the north side, the south side of West 42nd Street is also occupied by airport
39 buses and jitneys, which obstruct the M42 bus lane.
- 40
- 41 ▪ Page 25 – 26 - the M20 and M104 are only on 8th Avenue. A new bus line is planned on 11th
42 Avenue to start in 4Q 2013
- 43 ▪ Page 30 - The Grayline layover was relocated to West 38th street between 9th and 10th
44 Avenues.

45

46 As real estate development is rapidly changing the nature of this area - a result of the 2005, 2009

1 and 2011 rezoning of the west side - we cannot afford to shortchange this study of how best to
2 adjust the 50 year-old infrastructure to the new and approaching realities. The current
3 configuration has become obsolete in the face of changed land and street use, excessive volumes
4 and changed patterns. It is critical that DOT be thorough and completes promptly all the aspects
5 of this extremely valuable study. We look forward to work with the DOT to review the
6 outstanding items as soon as possible.

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9 CC: Elected officials
10 NYMTC

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DRAFT

1
2 **TRANSPORTATION PLANNING COMMITTEE**

Item #: 22

3
4 November XX, 2013

5
6 Emil Lissauer
7 Director, Street Activity Permit Office
8 Office of Citywide Events Coordination & Management
9 100 Gold Street, 2nd Floor
10 New York, NY 10038

11
12 **Re: Special Event Parking**

13
14 Dear Mr. Lissauer:

15
16 Manhattan Community Board #4 (CB4) supports the request of the New York Motorcycle & Scooter
17 Task Force (NYM&STF) for the provision of approximately 200 motorcycle parking spaces in two
18 locations during the three-day Progressive International Motorcycle Show at the Jacob Javits
19 Center. More specifically, CB4 requests that Advanstar Powersports (the Motorcycle Show
20 sponsor) apply to the Mayor's Street Activity Permit Office (SAPO) for a permit to install
21 "Motorcycle Parking Only, 11am Friday December 13 through 7pm Sunday, December 15"
22 signs along the north side of West 34th Street for approximately 100 feet West from 11th Avenue
23 and along the north side of West 36th Street just east of 11th Avenue. We urge the Mayor's SAPO
24 Office approve this request.

25
26 Each year the Progressive International Motorcycle Show attracts several thousand motorcycle
27 users and enthusiasts from around the region. While there are twelve such shows each year
28 throughout the country, the NYC show is the only one held in the Northeast and thus attracts
29 motorcyclists from throughout the region. Since most garages in the area do not accept
30 motorcycle parking, motorcyclists typically ride throughout the area in search of parking –
31 including the substantial percentage of motorcyclists who have (though illegal) noisy engines.
32 The result has been a noise nuisance for the nearby residents (who have increased in number,
33 particularly along 10th Avenue and along West 42nd Street) and a parking nuisance for
34 motorcyclists. The proposal for the temporary street parking spaces seems a more sensible way
35 to handle the temporary influx of the motorcycles. These two locations were identified by the
36 NYM&STF in consultation with the Transportation Planning Committee of CB4.

37
38 We also request that both the NYM&STF and Advanstar actively advertise these two dedicated
39 parking locations to potential attendees and that the 10th Precinct (who is copied on this letter)
40 assist in notifying motorcyclists of these spaces in their traffic control during the event and assist
41 in enforcing the temporary parking restriction. Preliminary discussions with the above parties
42 indicate support for the proposal, pending CB4 approval, and we hope the arrangements can be
43 made in time for the event.

44
45 Sincerely yours,

46 cc: Tigra Tsujikawa, Advanstar Powersports

1 Detective Mike Petrillo, 10th Precinct
2 Jesse Erhlbaum, New York Motorcycle & Scooter Task Force

3 **TRANSPORTATION PLANNING COMMITTEE**

Item #: 22

4
5 November XX, 2013

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8 Director, Street Activity Permit Office
9 Office of Citywide Events Coordination & Management
10 100 Gold Street, 2nd Floor
11 New York, NY 10038

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47 cc: Tigra Tsujikawa, Advanstar Powersports

1 Detective Mike Petrillo, 10th Precinct
2 Jesse Erhlbaum, New York Motorcycle & Scooter Task Force

3 **TRANSPORTATION PLANNING COMMITTEE**

Item #: 23

4
5 November XX, 2013

6
7 Margaret Forgione
8 Manhattan Borough Commissioner
9 NYC Department of Transportation
10 59 Maiden Lane, 35th Floor
11 New York, NY 10038

12
13 **Re: Comments on the Final Draft of the Clinton/Hell's Kitchen Neighborhood Traffic**
14 **Study**

15
16 Dear Commissioner Forgione:

17
18 The two-year Clinton/Hell's Kitchen Neighborhood Traffic Study for the area from West 29th
19 Street to West 55th Street, and from 8th Avenue to the Hudson River was undertaken in 2007 by
20 the New York City Department of Transportation (DOT) with funds from the Federal
21 Government, with the goals of improving safety, mobility, and the quality of life for all street
22 users (pedestrians, cyclists, transit users and motorists). The report presents recommended
23 improvement measures based on analysis of existing and projected future conditions, as well as
24 community input and feedback.

25
26 CB4 is very pleased by the productive collaboration between the DOT and the community, the
27 early implementation of safety measures and the excellent recommendations contained in the
28 study to resolve complex system-wide problems. We believe such measures will make a
29 meaningful difference to the quality of life in our neighborhood. **However the study is far from**
30 **completed.** The study has been plagued by considerable delays and its resources sometimes
31 diverted to other projects. A number of items are still being investigated and it is not clear how
32 resources and funding would be prioritized in the absence of a study. Shortchanging its scope is
33 also not an option at a time when the far West Side Development is ramping up.

34
35 **CB4 requests that the study remain active and the report be considered interim** until DOT
36 reviews with the Steering Committee and provides final recommendations and implementation
37 dates for the following outstanding items:

- 38 • Improve traffic flow with Signage for 9th Avenue approaching Ramp C and West 41st
39 Street
- 40 • Improving Pedestrian safety by analyzing intersections with high pedestrian crashes and
41 fatalities (16), and sidewalks with excessive pedestrian crowding (29)
- 42 • Improving bus service and relief of congestion with alternative configurations of 11th
43 Avenue north of West 44th Street and associated signage
- 44 • Relieving 42nd Street and 9th Avenue congestion by establishing a PM peak period contra-
45 flow bus lane on Dyer Avenue

- Commitment from NYPD or the Port Authority to provide resources on a permanent basis to post at West 37th and West 41st Streets.

We also note that the proposed conversion of 11th Avenue to two-way south of West 37th Street (to be installed in 2014) was not in the scope of the study or the solutions reviewed by the Steering Committee or CB4. It is urgent that this proposal be vetted by CB4 and that its schedule does not take precedence over higher priorities in the study related to safety.

Detailed Comments:

CB4 is very grateful that several short-term improvements for the Clinton/Hell's Kitchen Neighborhood Study have already been implemented and others are planned for next year. These include:

Already Implemented

- Crosswalks with setback stop bars. (8th Avenue, at West 30th, 31st and 34th Streets, 9th Avenue, at West 31st, 34th, 38th and 40th Streets, 10th Avenue and West 42nd Street, Dyer Avenue and West 34th Street)
- Don't Block the Box signage. (9th Avenue, at West 42, 43rd and 44th Streets)
- Bike lanes on 8th and 9th Avenues and cross streets.
- Relocated bus layover areas and expanded bus stops. (43rd Street and 9th Avenue, West of 10th Avenue and SE corner of 42nd Street and 9th Avenue).
- Signal timing changes, including six leading pedestrian intervals (LPIs), moving the westbound turn arrow at West bound 42nd Street and 9th Avenue from leading to trailing, increased time by 30% to cross wide avenues, offset changes to improve progression, and "feathering" of green time for 9th Avenue north of West 42nd Street to reduce congestion.
- Curb extension at South East corner of West 41st Street and 9th Avenue.
- Split phase for bikes at major intersections (3)

The draft final report proposes the following implementation schedules for studied improvements:

2013

- The "Canoe" project (Ramp C expansion and greening at West 36th Street and 9th Avenue.
- A turn prohibition at West 37th Street and 9th Avenue to reduce congestion on 9th Avenue
- A turn prohibition at West 36th Street and Dyer Avenue to reduce congestion on West 36th Street and on incoming Lincoln Tunnel traffic
- Select Bus Service (SBS) for West 34th Street with bulb outs for bus stops with barred turns at 9th and 8th Avenues

2014

- Split phase and other measures (bulb outs, bus lanes and signage) for West 41st Street on 9th Avenue
- Split phase at West 43rd Street and 9th Avenue on West 43rd.
- Conversion of 11th Avenue to two-way south of West 37th Street

However a number of key measures are not finalized and neither their implementation

1 **schedule proposed in the following categories:**

2
3 **Pedestrian safety**

4 With a stated objective to improve Pedestrian safety, DOT must propose measures for the other
5 16 high crash/high fatality locations beyond the four key intersections that the study addresses,
6 for which the community had requested the installation of, split phases. The report should also
7 list the 29 sidewalks overcrowded at PM peak hours and propose mitigation.

- 8
9
- 10 ▪ Page 7 and 18 – While the intersection of 8th Avenue and West 42nd Street is acknowledged
11 as the most dangerous for pedestrians, no mitigation is proposed. At a minimum the turning
12 arrow for eastbound vehicles should be moved from leading to trailing similar to 9th/42nd
13 intersection, with a long term goal of a Barnes Dance or a split phase for eastbound vehicles
14 turning north.
 - 15 ▪ Page 70 - The chart shows the feasibility of split phases for a few locations. While it is
16 useful, this chart should include the feasibility of split phases for the 16 high crash and
17 fatality locations. It would be helpful if it indicated if the turn lane is the avenue or the street
18 and how it relates to the crashes circumstances.
 - 19 • Page 78 – We request an implementation plan for those split phases or other traffic calming
20 measures deems feasible before Fiscal Year 2017.
 - 21 • Page 78 – “PM peak period contra-flow bus lane on Dyer Avenue is still be investigated,
22 implementation uncertain”. This is a key component of improving both the traffic flow on 9th
23 Avenue and pedestrian safety at that intersection. Changing the flow of the 120 buses that
24 turn there at peak hours is a prerequisite to installing a full split phase to protect the south
25 pedestrian crossing. It would also remove the bottleneck on the avenue and ease the backups,
26 which currently reach up to West 50th Street.
 - 27 • Page 39 – 60 – on the West 42nd Street South crossing the south turn arrow has already been
28 moved from leading to trailing in the green phase.

29 **Ramp C – West 37st Street**

- 30
- 31 • Page 49 – Clarify if the West 36th Street Turn Ban is to implemented concurrently with the
32 Canoe in 2013
 - 33 • Page 78 –Clarify if the signage for 9th Avenue approaching Ramp C will be implemented in
34 2014 with the installation of Ramp C and West 37th Streets

35 **West 41st Street**

36 As previously requested by CB4, weekend peak hours must be included in the cars/trucks turn
37 ban at West41st Street. A permanent ban would be vastly preferable.

- 38
- 39 ▪ Page 10 and 16 - On weekends the tunnel traffic outbound is intense from visitors, Broadway
40 Matinees and the fact that only three lanes are Jersey bound. We had requested a permanent
41 west turn ban for cars and trucks that would have simplified education and signage.
42 Alternatively, at a minimum, the proposed 41st street turn ban should be expanded to start at
43 3 PM and include the PM peak weekend hours
 - 44 • As indicated further in the study, the signage should reflect that trucks are banned at all times
45 from using this entrance to the Tunnel (left from Dyer on to West 41st Street)
- 46

11th Avenue

The changes above West 44th Street should replicate other successful treatments to tunnel approaches in other part of the city and be implemented in 2014. The newly proposed changes below West 37th Street have not been reviewed and need vetting by CB4.

- Page 64 and 66: the proposal is to increase the number of southbound lanes on 11th Avenue from 3 to 4 between West 48th and West 44th Streets. South of West 44th Street, there are seven southbound lanes feeding the Lincoln Tunnel, (seven lanes transform into two parking and five moving lanes at non-peak hours). This proposal does not adequately address the conditions on the ground.

The Steering Committee and CB4 are on record to request that the seven lanes width (five moving and two parking) be extended from West 44th Street all the way to West 57th Street to cause Lincoln Tunnel traffic not to back up as severely as it does, particularly as the rezoning on the East side of 11th Avenue generates more residential development. A new bus route service is starting there that will be severely impaired by the low number of lanes.

This section of 11th Avenue, which is a feeder to the Lincoln tunnel, is not comparable to West End Avenue or York Avenue as suggested in the report but rather to the sections of 2nd and 3rd Avenues that are located in midtown at tunnel entrances.

- Page 66 - Will the increase in lanes north of West 44th Street be implemented in 2014 at the same time as the changes south of West 34th Street?
- Page 63- Neither the Steering Committee or CB4 have ever been consulted on the proposed change to make 11th Avenue two ways between West 34th and West 23rd Street. Considering the volume of northbound traffic between West 34th and West 40th streets, there is considerable concern that removing a lane of traffic will push more truck volume to 10th Avenue at PM peak hours. We request a presentation of this proposal, specifically including truck usage information, as soon as possible.

Buses and Transit

The report should acknowledge the need for a long-term regional solution – a new bus terminal and a bus garage- for the various kinds of buses that clog the streets and pollute the air of this neighborhood.

- Page 56 – 57 - DOT committed to not build the SBS 34 north curb extension west of Dyer Avenue and to relocate the stop to west of 9th avenue (based on the outcome of a Dyer avenue closure test with NYPD). This test should be scheduled to start as soon as the 36th street no-turn signage is implemented.
- Page 31 – NYPD operation 8/42 which cleared illegal buses needs to be repeated on a regular basis since the old chaos has returned to West 42nd Street, and a new law now requires that all long distance buses obtain a permit to operate a stop on New York city streets.
- Page 26 – The study should acknowledge that, with the bus terminal at capacity, a number of bus operations are spilling over in the streets aggravating the congestion and idling in the neighborhood, with many of these buses using residential street for detours.
- In addition to the north side, the south side of West 42nd Street is also occupied by airport buses and jitneys, which obstruct the M42 bus lane.
- Page 25 – 26 - the M20 and M104 are only on 8th Avenue. A new bus line is planned on

1 11th Avenue to start in 4Q 2013

- 2 • Page 30 - The Grayline layover was relocated to West 38th street between 9th and 10th
3 Avenue
4

5 As real estate development is rapidly changing the nature of this area - a result of the 2005, 2009
6 and 2011 rezoning of the west side - we cannot afford to shortchange this study of how best to
7 adjust the 50 years old infrastructure to the new and approaching realities. The current
8 configuration has become obsolete in the face of changed land and street use, excessive volumes
9 and changed patterns. It is critical that DOT be thorough and completes promptly all the aspects
10 of this extremely valuable study. We look forward to work with the DOT to review the
11 outstanding items as soon as possible.
12

13 Sincerely,
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16 CC: Elected officials
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Executive Committee

Item #: 24

November 6, 2013

Dennis Rosen
Chairman
New York State Liquor Authority
80 S. Swan Street, 9th Floor
Albany, New York 12210

Re: 623 9th Ave. Rest Inc. d/b/a Coppelia
623 9th Avenue (44)

Dear Chairman Rosen:

Manhattan Community Board 4 (MCB4) recommends denial of an On-Premise Liquor License for 623 9th Ave Restaurant Inc. d/b/a Coppelia – 623 9th Avenue (44), for the applicant’s failure to appear before the Executive Committee on Monday October 28, 2013 and sign off on the stipulation form.

Sincerely,

Corey Johnson
Chair

