

1 **Transportation Planning Committee**

Item #: 26

2
3 July 23, 2014

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

10 **Re: Taxi Relief Stand**
11 **West 49th Street and Tenth Avenue**

12
13 Dear Commissioner Forgione:

14
15 Manhattan Community Board 4 (CB4) requests the conversion of a Taxi Stand to a Taxi Relief
16 Stand for up to one hour on the north side of 49th Street at the corner of West 49th Street and
17 Tenth Avenue.

18
19 The change was requested by (*name of deli*) at (*address*) and by a group of taxi drivers. We do
20 not believe this will negatively impact traffic, since taxi stand already exists in this location, but
21 will provide relief to taxi drivers.

22
23 There are currently ten Taxi Relief Stands in CB4 – seven of them located in Hell’s Kitchen. As
24 the Community Board has changed in the last few years, the number of taxi rides originating in
25 our Community Board area for both residents and business has increased substantially. This
26 location affords taxi driver’s access to using rest rooms, restaurants and deli’s in the immediate
27 area. It also will enable the drivers to use this as a Taxi Stand during high demand times, such
28 late weekend evenings when the area clubs are active.

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30 We thus recommend approval of this location for a Taxi Relief Stand and request the Department
31 of Transportation to install the necessary signs.

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34 Sincerely,
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1 **Transportation Planning Committee**

Item #: 27

2
3 July 23, 2014

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

10 **Re: “No Standing” Sign Request in Front of 365 West 28th Street**

11
12 Dear Commissioner Forgione:

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14
15 Manhattan Community Board 4 would like to request the change of a curbside regulations sign
16 in front of 365 West 28th Street in the Penn South Complex. The current sign is for “No Parking
17 8am to 6pm” we request the sign be changed to “No Standing 8am to 6pm.” The request is only
18 for the sign directly in front of the entrance to the building. We are making this request because
19 residents of the building have complained about being unable to access the curb for Access-A-
20 Ride vehicles. We believe the change along with enforcement will clear the curb of obstructions
21 and allow residents to access Access-A-Ride transportation safely.
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24 Sincerely,
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2
3 July 23, 2014

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5 Polly Trottenberg
6 Transportation Commissioner
7 NYC Department of Transportation
8 59 Maiden Lane, 37th Floor
9 New York, NY 10038

10
11 **Re: DOT Overnight Street Re-pavement Concern**

12
13 Dear Commissioner Trottenberg:

14
15 Manhattan Community Board 4 (CB4) requests immediate changes to the method by which the
16 Department of Transportation performs street re-pavements. At the (CB4) Transportation
17 Committee meeting which took place on June 19, 2014, the committee heard complaints from
18 residents regarding the noise created by the DOT overnight repaving of 10th Avenue. CB4 is
19 concerned with DOT's practice of repaving streets during overnight hours on week days when
20 CB4 residents are sleeping. The noise goes on for several days and causes a serious Quality of
21 Life disturbance for residents. We believe that the overnight re-pavement projects are done to
22 accommodate vehicle traffic at the sacrifice of community residents.

23
24 CB4 therefore urgently requests that DOT does everything in its power to ensure that new
25 construction does not disrupt residential communities more than absolutely necessary.

26
27 CB4 would like to request that DOT review this practice and make immediate changes that will
28 strike a better balance between traffic concerns and residents quality of life. CB4 believes the
29 construction could be done between the hours of 7pm and 2am on weekdays and during day
30 hours on weekends. This change would allow residents to sleep during the re-pavement process
31 and have little impact on the flow of traffic.

32
33 CB4 also makes this request because our Community District is inundated with construction
34 projects which greatly disrupt our resident's quality of life From the massive construction taking
35 place over years on W. 54th Street between Eleventh and Twelfth Avenues, to the rezoning of
36 Eleventh Avenue, to the proposed rezoning in Clinton's Special Clinton Urban Renewal Area
37 (CURA) to the ongoing development at Hudson Yards, West Chelsea and its surrounding
38 neighborhoods, and the Water Maine Project MCD4's residents have been exposed to years of
39 quality of life abuses due to the construction noise and the issuance of After Hours Work
40 Variances that have been previously granted, and is also facing a minimum of ten to fifteen more
41 years of massive and constant new construction in the midst of its residential neighborhoods.

42
43 In the very least we request that the DOT do a better job of notifying neighbors of when
44 construction projects are going to be taking place, and provide them with ample time to make
45 arrangements during the construction. We recommend this be done through email notifications

46 that can be coordinated through the Community Board, and posting notices around the area
47 where construction will take place.

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49 We hope DOT will seriously consider our request and make these reasonable accommodations to
50 improve the quality of life for MCD4's residents.

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53 Sincerely,

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DRAFT

1 **Transportation Planning Committee**

Item #: 30

2
3 July 23, 2014

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

10 **Re: No Standing Zone Sign Change in Front of the Yotel 570 Tenth Avenue**

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12 Dear Commissioner Forgione:

13
14 Manhattan Community Board 4 would like to recommend the change of a “No Standing” sign in
15 front of the Yotel Hotel at 570 Tenth Avenue. Currently the sign reads “No Standing 7am – 10
16 am 4pm – 7pm Except Sunday” below this sign is a “No Standing Hotel Loading Zone” sign. We
17 request that the times on the “No Standing” sign be adjusted to read “No Standing 7am – 10 am
18 **5pm – 7pm** Except Sunday.”
19

20 We understand that this small change is for only one but we believe the change will allow the
21 Yotel to better utilize their Hotel Loading zone. Currently cars picking up and dropping of guests
22 in front of the hotel are being ticketed during the “No Standing” hours, and this hour will provide
23 some relief. We also understand that the DOT installed the “No Standing” signs because of the
24 heavy traffic on Tenth Avenue during these hours; however, the hotel loading zone is being used
25 despite the regulations. Furthermore, we do not believe that this hour change will negatively
26 impact the traffic on Tenth Avenue, and will help the Yotel with their operation.
27

28
29 Sincerely,

2
3 July 23, 2014

4
5 Polly Trottenberg
6 Transportation Commissioner
7 NYC Department of Transportation
8 59 Maiden Lane, 37th Floor
9 New York, NY 10038

10
11 **Re: Bus congestion and pedestrian safety along Tenth Avenue in Hell's Kitchen**

12
13 Dear Commissioner Trottenberg:

14
15 Manhattan Community Board 4 (CB4) would like to request the assistance of the Department of
16 Transportation (DOT) on improving the safety of intersections on Tenth Avenue within
17 Community District 4. This request is made more urgent after the tragic incident which took
18 place on Monday July 14th 2014, during which two pedestrians were struck by a Trans-Bridge
19 Line bus at the intersection of West 47th Street and Tenth Avenue. This incident is only the most
20 recent occurrence of pedestrians being struck by vehicles on this corridor. CB4 has made several
21 requests to the DOT for safety improvements prior to this incident. It is out hope that now DOT
22 will finally implement our recommendations.

23
24 Manhattan Community Board #4 requests that the Department of Transportation:

- 25
- 26 • Install a sign on Tenth Avenue south of West 40th Street indicating that interstate
27 buses should use West 40th or West 42nd Street to enter the Port Authority to pick up
28 loading passengers.
 - 29
 - 30 • Install signs on Tenth Avenue just south of West 43rd and West 45th indicating that
31 interstate buses should not turn onto West 44th or West 46th Streets.
 - 32
 - 33 • Install a sign on West 44th Street indicating no bus parking and a sign reminding
34 drivers of fines for Idling.
 - 35
 - 36 • Install a sign along the east side of Tenth Avenue south of West 46th Street warning
37 drivers "Caution on Right Turn, Street Bulb-out."
 - 38
 - 39 • We request that signs clarifying that buses should not park in areas designated for
40 commercial parking be installed in the West 40's between Ninth and Tenth Avenues.
 - 41

42 There has been a substantial increase in the number of commuter buses using the Lincoln Tunnel
43 in the last several years. Many empty buses, typically entering from either the Lincoln Tunnel or
44 parking spaces further south or west, enter the Port Authority between 4pm and 6pm each
45 weekday to load passengers and then depart. Traffic regulations require empty buses to use
46 "Through" or "Local Truck Routes" to arrive at the Port Authority. These routes include Eighth,

47 Ninth, Tenth and 11th Avenues and West 40th Street between the Tunnel Entrance and 11th
48 Avenue and the entire length of West 42nd Street. Unfortunately, empty buses have begun to
49 illegally use other residentially oriented streets within Community District 4.

50
51 In addition to the sign requests CB4 reiterates its request from April 4, 2008 and May 1, 2013
52 that the DOT take steps to improve pedestrian safety at South East corner of West 46th Street and
53 Tenth Avenue. More specifically, we request NYC Department of Transportation install right
54 hand split phase turn signal for turns from Tenth Avenue onto West 46th Street including
55 protected time for pedestrian crossing on West 46th Street. In light of the recent incident at West
56 47th Street CB4 also requests the installation of a left hand split phase turn signal from Tenth
57 Avenue to West 47th Street.

58
59 We hope that the recent incident that took place at the intersection of West 47th Street and Tenth
60 Avenue will motivate the DOT to install the safety recommendations we have made in this letter
61 before another tragedy occurs in our neighborhood.

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Sincerely,

DRAFT

1 **Transportation Planning Committee**

Item #: 33

2
3 July 23, 2014

4 Commissioner William Bratton
5 New York City Police Department
6 1 Police Plaza
7 New York, NY 10038

8
9 **RE: Traffic Enforcement on Tenth Avenue between West 30th Street / West 47th Street**

10
11 Dear Commissioner Bratton:

12
13 Manhattan Community Board 4 (CB4) requests increased enforcement of traffic regulations and
14 ticketing for intercity buses using unapproved routes for bus use of residential streets, and
15 parking in spaces not designated for bus lay-overs.

16
17 CB4 continues to be inundated with intercity buses, particularly during rush hours and, on
18 weekday afternoons, by buses queuing into the Port Authority. We consistently observe and have
19 complaints from residential block associations and residents indicating that intercity buses are
20 using almost every residential street between West 30th Street and West 47th Street to either
21 arrive at or leave the Port Authority – far beyond the approved West 40th and West 42nd Street
22 routes for access and West 42nd and West 41st Streets for egress. There have been several
23 resulting pedestrian injuries and fatalities as a result, including most recently on July 14, two
24 pedestrians being injured at the corner of West 47th Street and Tenth Avenue.

25
26 We have also had frequent complaints of buses interfering with pedestrian street crossing by
27 either being mid-intersection or stopped in the middle of turn for long periods of time (including
28 when the signal is against them). Given the buses large footprint, this typically results in the
29 buses blocking pedestrian pathways and/or visibility to cross the street. We have also hear of
30 several occasions where buses are parked in “No Standing, except Truck Loading or Unloading”
31 and/or residential alternate side of the street parking areas on residential streets. Residents report
32 that calls to 311 go unheeded, even though DOT has informed us that intercity buses should only
33 use on-street parking in designated spaces. This is particularly frustrating for Manhattan CB4
34 since we made a concerted effort in the last few years to designate certain areas for bus lay-over
35 parking.

36
37 We urgently request the assistance of the Traffic Enforcement Division of the NYPD in
38 addressing these issues. Most immediately we request:

- 39
40
- 41 • Increased placement of traffic officers at intersections along Tenth Avenue between
42 West 30th and West 47th Street during peak hours, including in the afternoons (around
43 2pm) when the intercity buses begin queuing for entry to the Port Authority to pick up
departing passengers during rush hour;

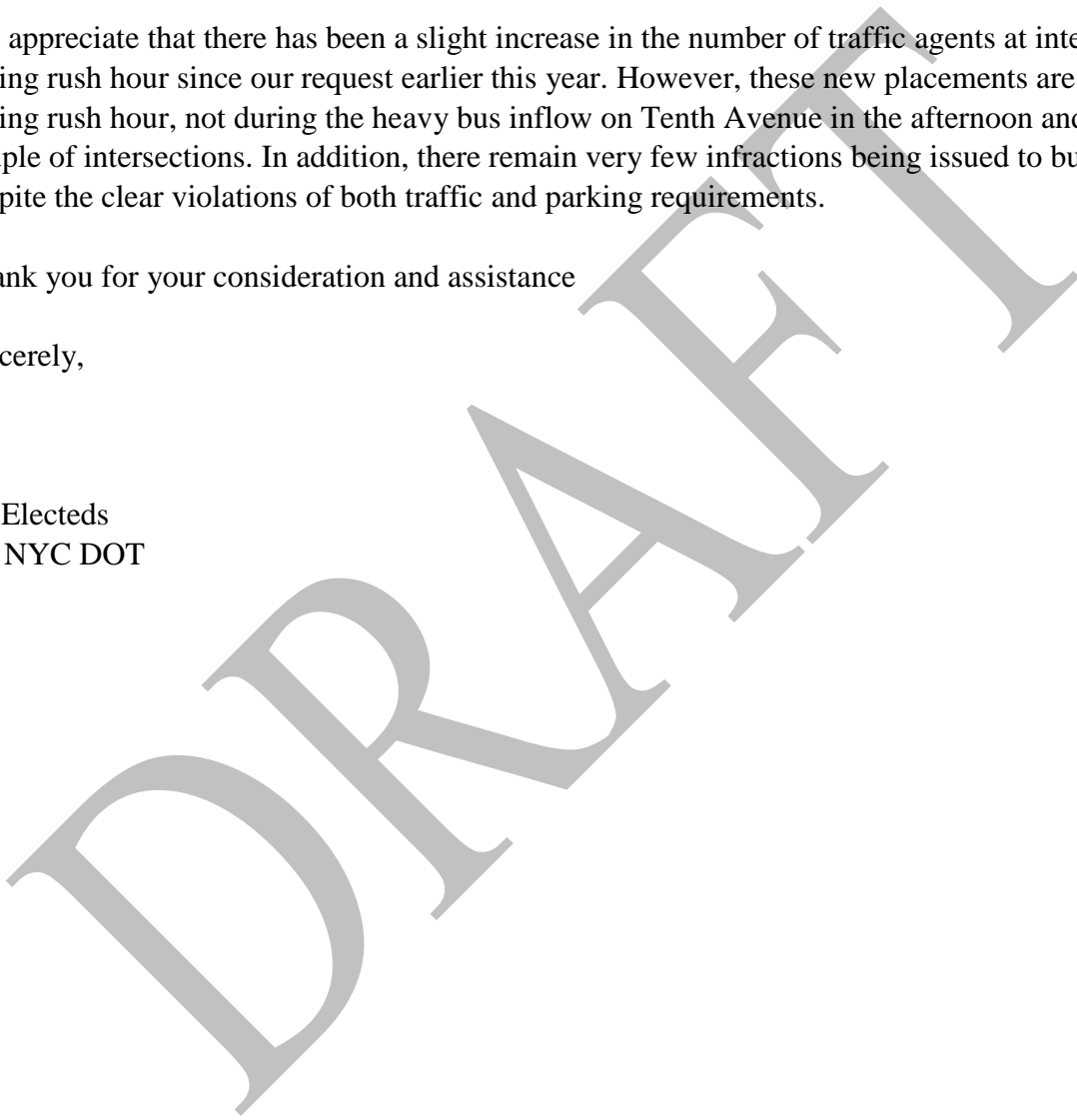
- In addition to the much needed traffic officers to guide traffic, there is also a need for increased traffic enforcement officers to provide infractions to bus drivers who use non-permitted routes through residential streets, and block pedestrian pathways/crosswalks.
- Increased parking enforcement officers to give tickets to bus drivers parked in non-intercity bus designated spaces and/or idling in those spaces. We also urge the police to work with DOT to install monitoring devices within the streets that will enable the police to detect when a bus is parked in a non-designated area.

We appreciate that there has been a slight increase in the number of traffic agents at intersections during rush hour since our request earlier this year. However, these new placements are only during rush hour, not during the heavy bus inflow on Tenth Avenue in the afternoon and at a couple of intersections. In addition, there remain very few infractions being issued to buses, despite the clear violations of both traffic and parking requirements.

Thank you for your consideration and assistance

Sincerely,

cc: Electeds
NYC DOT



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1 **Quality of Life Committee**

Item #: 41

2
3 July 23, 2014

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5 Rev. Kurt H. Dunkle
6 Dean and President,
7 The General Theological Seminary
8 440 West 21st Street
9 New York, NY 10011

10
11 **Re: High Line Hotel - quality of life concerns**

12
13 Dear Rev. Dunkle,

14
15 Manhattan Community Board 4 (MCB4) appreciates your appearances before its Quality of Life
16 Committee. This letter serves as a follow-up to our discussion during the July 14th, 2014
17 meeting regarding the urgency for The General Theological Seminary, located between West
18 20th and 21st Street and Ninth and Tenth Avenue, to ensure that the Highline Hotel, which sits
19 upon its grounds and generates funds to benefit the seminary, conform New York City Noise
20 Control Codes.

21
22 The excessive noise currently in question emanates from the Refectory, which was traditionally
23 used as a dining hall and at times doubled as a gymnasium for the seminary. The 3,300 square
24 foot room has a coffered barrel vaulted ceiling and leaded glass windows. Today, according to
25 the Highline Hotel's website, the Refectory is its premier event space with a capacity of up to
26 275 people: "This exquisite space is perfect for wedding receptions, galas, meetings, exhibitions
27 or fashion shows." Due to the dissimilar use of the space, noise issues centering on music played
28 during the Highline Hotel's events are now affecting long-time residents of a formerly peaceful
29 residential block of Chelsea.

30
31 In response to one of MCB4's prior recommendations, acoustical engineer Alan Fierstein was
32 hired to evaluate what can be done to ameliorate the problem. At the July 14th meeting, Mr.
33 Fierstein stated that he had conducted noise samplings in five apartments in the vicinity of the
34 Refectory. His tests verified that the measured noise was significantly higher than the
35 permissible level, which is 45db as per the New York City noise code. In fact, readings of the
36 levels reached during the three-hour testing period were between 60-65db.

37
38 It should be noted that in the case of commercial music, the DEP Code stipulates that the
39 maximum level of music permissible inside an affected residence may be deemed excessive if
40 any one of eight octave bands is exceeded. In practice, this means that for someone
41 overwhelmed by thumping bass, a 45 dB(A) sound averaging measurement may be within legal
42 limits (because the high frequency sounds are not present and the average reading is skewed
43 downward), but when separate octave music readings are taken, the low frequency bass is shown
44 to exceed lawful limits.

45

46 It is fairly well known that excessive noise is hazardous to one's physical and mental health. The
47 body reacts to unwelcome noise as it does to other intrusive stressful stimuli: elevated blood
48 pressure, excessive secretion of hormones, changes in the rhythm of the heart. (There is a
49 growing body of literature that suggests that physiological responses may lead to psychological
50 impairment and/or bodily damage in children). In addition, the frustration of not being able to
51 limit noise compounds the body's physiological responses. Thankfully, noise abatement
52 technologies employed by acoustical experts can indeed significantly lower decibel levels to the
53 legal limits.

54
55 Mr. Fierstein indicated that solutions were somewhat limited due to the building's landmark
56 status. Notwithstanding the fact that residents indicated that music was loudest during the winter
57 months, the current situation is exacerbated by the need for the hotel to keep windows open as a
58 result of air conditioning problems. While you noted that there are currently no events scheduled
59 for the remainder of July and the month of August, Mr. Fierstein promised to create a list of
60 proposed solutions that take these factors into account. He noted that his report should be ready
61 by the end of July 2014.

62
63 We appreciate that you clarified that you are ultimately responsible to ensure that corrective
64 measures are taken immediately upon receipt of the report so that the level of noise conforms to
65 the noise code, expeditiously. We understand your desire to try the least expensive method first
66 and we appreciate your promise to try successive methods, without delay, until a final solution
67 has been found.

68
69 During the meeting, residents also complained that marijuana was being smoked in the street by
70 personnel associated with event-related delivery trucks. We applaud your commitment to ensure
71 all laws are respected and adhered to by those doing business with The Highline Hotel and the
72 seminary. We also appreciate that Tyler Morse, CEO of MCR Development LLC, which owns
73 the Highline Hotel, has promised to be directly accessible via his cellphone during events so that
74 residents can immediately reach him if the need arises.

75
76 We ask that you send us a copy of the report as soon as it is available, an estimated timeline for
77 noise abatement implementation efforts and contingencies, and attendance at MCB4's September
78 2014 Quality of Life committee meeting to provide a status update.

79 Thank you for working with the community to finally resolve this quality of life issue.

80
81 Sincerely,

82
83
84 Tina DiFeliciano
85 Co-Chair, MCB4
86 Quality of Life Committee

87
88 Cc: Tyler Morse, CEO of MCR Development LLC
89 Cc: Councilman Corey Johnson
90 Cc: Department of Environmental Protection
91 Cc: 400 Block Association

2
3 July 23, 2014

4
5 Mr. Besim Kukaj
6 BKUK Corporation
7 803 - 9th Avenue
8 New York, NY 10019

9
10 **RE: Limón Jungle – liquor license stipulations**

11 Dear Mr. Kukaj,

12
13
14 This letter serves as a follow-up to Manhattan Community Board 4's (MCB4) Quality of Life
15 Committee meeting that took place on July 14th, 2014, to which you were invited to respond to
16 numerous community complaints regarding the operation of your Mexican restaurant, Limón
17 Jungle.

18
19 As the sole owner of Limón Jungle and its parent company—BKUK Corporation—it is
20 understood that you operate a number of other restaurants in Manhattan, including La Carbonara,
21 Intermezzo, Maria Pia, Arte Café, Gallo Nero, Cara Mia, Bocca di Bacco and Il Bastardo, which
22 has also sparked community upset and noise complaints in the past. Given your level of
23 experience, it is mystifying as to why you decided to go on vacation just 24 hours prior to the
24 Quality of Life meeting, and instead chose to send Nazib Malik, the restaurant's manager, who
25 had insufficient time to prepare to address the following issues:

26
27 **Obstructions:** Located on 9th Avenue between 53rd and 54th, Limón Jungle is situated on a busy
28 Hells Kitchen block that is saturated with at least 19 other "on premises" liquor-serving
29 establishments that are within 500 feet of your restaurant. Despite the fact that the sidewalks are
30 highly congested and that there is protracted street construction, Limón Jungle has consistently
31 violated New York City codes and created safety hazards by cluttering the crowded sidewalk
32 with menu boards, plants and promotional placards, and running electrical cords across the
33 doorway entrance. We ask that you comply with the law and keep your frontage free and clear
34 of any potential obstructions and safety hazards.

35
36 **Noise:** Despite the fact that MCB4 twice *declined* to support your request for backyard dining,
37 you nonetheless decided to extend the food service into the rear yard, which is very disrupting to
38 the many residents who face the courtyard. We ask that you stop this practice to let you
39 neighbors sleep and enjoy their properties in the quiet. We are in the process of verifying if the
40 zoning permits the commercial use of the backyard

41
42 Residents have also filed complaints about the noise emanating from the restaurant. As per your
43 Liquor License Stipulations Agreement application, please keep front windows and entrance

44 doors closed *whenever* there is amplified music. If not, by “11PM Friday and Saturday and
45 10PM on all other days.”

46

47 It has also come to our attention that you are letting patrons and staff linger past the permitted
48 hours of operation. Please make sure all patrons have *vacated* the premises no later than
49 midnight daily. The staff is to leave immediately after completing their work and not use the
50 backyard. We strongly recommend that you institute consistent staff and security training.

51

52 We ask again that you personally appear along with your managers at MCB4’s September 2014
53 Quality of Life committee meeting to share the changes you have made and provide a status
54 update. Until then, we trust you will take these recommendations seriously, address these issues
55 expeditiously and work more diligently to be a good neighbor.

56

57 Thank you.

58

59 Sincerely,

60

61

62 Tina DiFeliciano
63 Co-Chair, MCB4
64 Quality of Life Committee

65

66 Cc: Nazib Malik, Manager, Limón Jungle

67

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2
3 July 23, 2014

4
5 Vicki Been
6 Commissioner
7 NYC Dept. of Housing Preservation & Development
8 100 Gold Street
9 New York, NY 10038

10
11 **Re: Harborview Terrace**
12 **Hudson Yards Points of Agreement**
13 **Proposed Permanent Affordable Housing RFP**
14

15 Dear Commissioner Been:

16
17 At the June 19, 2014 meeting of Manhattan Community Board 4's (CB4) Housing, Health and
18 Human Services (HH&HS) Committee, a presentation was made detailing the community's
19 progress made on reaching consensus on a planned Request for Proposals (RFP) for a
20 permanently affordable housing development on the Harborview Terrace site at West 56th Street,
21 just east of 11th Avenue. This RFP is part of the affordable housing commitments made by the
22 Mayor to City Council and finalized in the Hudson Yards Points of Agreement (HY POA) in
23 2005 (attached). CB4 has been a strong advocate for this project over the years and is pleased
24 that the NYC Department of Housing Preservation and Development (HPD) and the NYC
25 Housing Authority (NYCHA) are engaging with both CB4 and the Harborview Tenant
26 Association to draft an RFP that is responsive to the range of concerns of all sectors of the
27 community.

28
29 **Background**

30
31 The project site is approximately 34,000 square feet and is currently used as a 37 car NYCHA
32 tenant parking lot and basketball courts. The site is located through block between West 55th and
33 West 56th Streets, between 10th and 11th Avenues, on the northern block of Harborview Terrace
34 and is part of the former Clinton Urban Renewal Area (CURA) that was condemned for
35 affordable housing in 1969. The site is part of a 1974 Large Scale Residential Development
36 (LSRD) that encompasses both the north and south blocks of Harborview Terrace.

37
38 In 2005, Council and the Administration agreed to develop affordable housing on the NYCHA
39 Harborview Site and committed that the site would generate 155 affordable units, including 63
40 low-income units (up to 60% of AMI), 46 moderate income units (up to 135% AMI) and 46
41 middle income units (up to 165% of AMI). The HY POA stated that the new building would be
42 no taller than the existing Harborview building. The HY POA also noted that all of the units
43 would be permanently affordable and NYCHA and HPD would lead the development of the site.

44 An RFP was issued according to these parameters in 2007 and Atlantic Development Group was
45 selected as the developer. The Uniform Land Use Review Procedure (ULURP) application for
46 the project was certified in May 2008 and was approved by Council in November 2008. CB4 did
47 not support the original project for several reasons (see attached letter dated July 11, 2008)
48 including:

- 49
- 50 • The inclusion of market-rate units that were never agreed to in the HY POA.
- 51 • The creation of a floor area bonus through the Inclusionary Housing Program.
- 52 • The project only generated 72 moderate and middle income units, less than the 92
53 moderate and middle units committed to in the HY POA.
- 54 • The majority of the proposed units were studios and one bedroom apartments that did not
55 meet the community's need for family-size units.
- 56 • The project included a concentration of senior housing. CB4 believes that senior housing
57 should be integrated throughout the community.
- 58

59 The original developer encountered legal issues and the project did not proceed.

60

61 In August of 2013 as part of the negotiations over the Culture Shed, the Council and the
62 Administration agreed to release a new RFP for the project on or before December 31, 2013(see
63 attached letter dated). CB4 agreed to push that date back into 2014 in order to allow for more
64 community input into the parameters of the RFP. The developer that is awarded the project will
65 need to submit a new ULURP application for, at minimum, a Special Permit to build over a rail
66 cut and modifications to the existing LSRD.

67 Community Planning Process

68

69

70 At the December 19, 2013 of CB4's HH&HS Committee, HPD and NYCHA gave a presentation
71 on the status of the Harborview RFP. That meeting was well attended by residents of the
72 community and members of the Harborview Tenant Association as well as representatives from
73 the office of Manhattan Borough President Gale Brewer, Assembly Member Linda Rosenthal,
74 and Council Member Helen Rosenthal. The Committee and members of the public each
75 expressed a broad variety of concerns. At the same time, CB4 was very pleased that as part of
76 this second round RFP, HPD and NYCHA are meeting with CB4 and the Harborview Tenant
77 Association to develop its parameters prior to the RFPs issuance.

78

79 Since that December meeting, there have been a series of follow-up meetings with a working
80 group comprised of the Harborview Tenants Association, CB4, Housing Conservation
81 Coordinators, Clinton Housing Development Company, Assembly Member Linda Rosenthal,
82 Council Member Helen Rosenthal, Manhattan Borough President Gale Brewer and New York
83 State Senator Brad Hoylman (the "Harborview Working Group"). As a result of meetings on
84 February 18th, May 1st, May 16th, and June 9th key objectives have been identified, developed and
85 defined for the Harborview site.

86

87 **Public Process**

88

- 89 • HPD and NYCHA must continue to engage with the Harborview Working Group and the
90 broader community at each step along the way, as parameters are developed, through
91 ULURP and construction.

92

93 **Site Planning**

94

- 95 • Design guidelines

- 96 ○ Contextual design – Design must be developed contextually to allow for
97 integration of the new building into the existing Harborview campus and
98 surrounding buildings.

- 99 ○ Distance between buildings – The site plan must provide for adequate light and
100 air for the existing Harborview buildings. The new building should be L-shaped,
101 mirroring the existing family building.

- 102 ○ Height and bulk – The height of the new building should be limited to provide
103 light and air to existing buildings and spaces and to work within the context of the
104 site. However, the Harborview Working Group favors a bulkier, set back and
105 stepped down building with height capped at 25 stories and the massing pushed to
106 the west. This increase in bulk allows for an increase in the number of affordable
107 units in the new building from 155 to 230 units.

108

- 109 • Integrating existing NYCHA facilities

- 110 ○ NYCHA tenant parking – NYCHA must confirm the number of NYCHA tenant
111 parking permits being impacted. The RFP must provide for consolidation of all
112 tenant and NYCHA staff parking for the entire Harborview campus into an
113 enclosed garage as part of the new building.

- 114 ○ NYCHA dumpsters and bulk recycling – Any relocation of existing NYCHA
115 dumpsters must be integrated into the site plan. The Harborview Working Group
116 recommends integration of the dumpsters and bulk recycling into the proposed
117 enclosed garage in the new building. The garbage should be accessed from one
118 street and the parking from a different street, but both access points should be as
119 far west as is feasible.

120

121 **Building Design and Program**

122

- 123 • Market rate units – The RFP must not allow for any market rate units to be built on the
124 site.

- 125 • Maximizing units – The RFP should allow for the maximum amount of permanently
126 affordable units. Units must be distributed as follows according to the HY POA:

- 127 ○ 63 low-income units (up to 60% of AMI);

- 128 ○ 46 moderate income units (up to 135% AMI); and

- 129 ○ 46 middle income units (up to 165% of AMI).

- 130 ○ The additional 75 affordable units created by the stepped building design should
131 be distributed at 50%, 60%, 80%, 125% and 165% of AMI.

- 132 • Unit sizes – The RFP will require at least 50% two-bedroom units and should encourage
133 some three-bedroom units.
- 134 • Lottery preferences:
 - 135 ○ The Community Preference for units during the lottery will be 50%.
 - 136 ○ The NYCHA preference should be increased from 20 to 25% of the units.
 - 137 ○ The Community District 4 NYCHA preference should be expanded to include
138 tenants of the Amsterdam Houses.
- 139 • Green building – The RFP should mandate, at minimum, compliance with the Enterprise
140 Green Communities program.
- 141 • Pets – The RFP should make clear that the project must allow pets.
- 142 • Smoke-free preference – The RFP should stipulate that project be smoke-free.

143 144 *Harborview Campus Open Space Improvements*

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- 146 • Master plan for open space - The Harborview Working Group is now working with the
147 Harborview Tenant Association to develop a master plan to develop all of the
148 Harborview open spaces and expects that planning process to be complete by late
149 September 2014. The master plan includes improved open space design for specific age
150 demographics including:
 - 151 ○ Adults and Elderly (seating, easy access);
 - 152 ○ Teenagers (e.g. basketball, skateboarding and rollerblading surfaces);
 - 153 ○ School-age children (e.g. playground with slides, water sprinkler, and other
154 equipment) and
 - 155 ○ Toddlers (adjacent to school age playground, path for tricycle riding).
- 156 • Open space improvements – The RFP should provide parameters for improvements to the
157 existing open spaces on the Harborview campus all of which are to be done by the
158 developer that is awarded the RFP.
- 159 • Existing trees - Approximately 11 existing trees may be impacted by the new
160 development. The RFP should provide for one-for-one replacement of trees on the
161 Harborview campus.
- 162 • Playground – The Harborview Tenants Association has agreed to relocate and/or
163 reconfigure the playground if the new space is equivalent or larger in size.
- 164 • Additional funding - Manhattan Borough President Brewer and Councilmember
165 Rosenthal have been asked to provide additional funding for open space redevelopment
166 and both have indicated they would consider such a request.

167 168 *Community Facility Space*

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- 170 • Existing Harborview Terrace community room – The existing community room space at
171 Harborview has been made inaccessible to residents. The RFP should require plans for a
172 renovated and accessible to the Harborview Tenant Association for programming and to
173 the broader community.
- 174 • Community room in new building - The RFP should also require construction of a new
175 community space for Harborview residents and the larger community in the new
176 building.

177 *NYCHA Revenue*

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- 179 • NYCHA and HPD noted that this project is being contemplated as a ground lease and not
180 an outright sale to a developer. NYCHA represented, and CB4 supports, structuring this
181 deal as a ground lease with income from that ground lease going towards repairs and
182 capital improvements at the Harborview Terrace campus.

183

184 CB4 looks forward to engaging with all of the stakeholders to create an RFP that meets the
185 requirements of the HY POA and benefits both the existing Harborview tenants and the broader
186 community. CB4 requests to meet with HPD's Department of Planning to discuss the next steps
187 in this community planning process for the Harborview RFP.

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190 Sincerely,

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194 JD, Barbara, Joe, Christine

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196 Cc: Gabriella Amabile – HPD

197 Thehbia Walters – HPD

198 NYCHA

199 Maria Guzmond – President of Harborview TA

200 All local elected officials

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203 Attachments:

- 204 ■ Hudson Yards Points of Agreement
- 205 ■ Manhattan Community Board 4 2008 Letter re Atlantic Development Group, Harborview
- 206 Terrace proposal
- 207 ■ 2013 Letter re RFP for NYCHA Harborview Site

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3 July 23, 2014

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5 Ray LaHood & Jane Garvey
6 Co-Chairs
7 MTA Transportation Reinvention Commission
8 2 Broadway
9 New York, NY 10004

10
11 **Re: MTA Transportation Reinvention Commission - Public Comments**

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13 Dear Mr. Hood & Ms. Garvey:

14
15 Manhattan Community Board 4 (CB4) applauds the MTA for creating a MTA Transportation
16 Reinvention Commission focused on anticipating the challenges and opportunities facing the
17 region's transportation network in the coming decades. Growing ridership, changing
18 demographics, climate change and emerging technologies mandate a rapidly changing mass
19 transit system and we share your belief that it best dealt with in a proactive fashion.
20 As part of the Commission's Public Comment initiative, Manhattan CB4 would like the
21 Reinvention Commission to consider the following:

- 22 • **Regional Approach:** It is crucial to create better transportation coordination and
23 integration across jurisdictional lines and to view transit needs in a regional context.

24
25 The MTA currently serves two (2) Connecticut and twelve (12) NY counties, including
26 Long Island, New York City, parts of the lower Hudson Valley and parts of Coastal
27 Connecticut. However, the economic and commuter region includes a far larger area,
28 including several New Jersey counties and encourage the MTA to overcome
29 jurisdictional challenges toward create a more efficient system.

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31 Specifically, Manhattan CB4 would like the MTA to move forward with advanced
32 planning on the extension of the No 7 train to Secaucus NJ, as recommended by the
33 multiagency Feasibility Analysis Final Report published in April 2013. The project
34 would has many benefits, including improving Trans-Hudson Mobility and a reduction of
35 bus traffic entering Manhattan. It also could enables for a more integrated regional
36 system – that more conveniently links NJT, LIRR, and Metro-North.

- 37
38 • **Uniform Regional Transit payment systems:** In the MTA's search for a replacement of
39 the MetroCard the MTA should embrace a fare card that can be used on commuter rail
40 lines, ferries, and other emerging transportation modes in addition to existing PATH,
41 MTA Bus and Subway, Airtran, and other services. By creating uniform payment across
42 various modes of transportation the MTA can increase usage on all. A universal fare card
43 combined with increasing the frequency of the commuter rail traffic within NYC would
44 help the MTA leverage existing commuter rail lines where additional subway and light
45 rail construction are not financially feasible. The MTA could significantly increase public
46 transportation options with minimal capital construction costs.

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- **Solving the crosstown divide:** The divide between the east side and west side of Manhattan continues to grow as the borough's population, economic activity and traffic increase. Put simply, it will typically take longer to get across down (in midtown) than it does to go to another borough. We call on the MTA to think creatively and aggressively on how to solve this problem. In addition to existing Bus and SBS routes the MTA should examine services with dedicated lanes, either full BRT (Bus-Rapid Transit) Lines or Lightrail service.
 - **Train to the Plane:** In order for New York to maintain its status as a world-class city, La Guardia airport needs a direct rail connection.
 - **Increased use of GPS and modern technology:** Manhattan CB4 appreciates the MTA's innovation and advancement in using GPS technology to create MTA Bustime. Allowing riders and the general public to ascertain where a specific bus is and when it will arrive is now expected of any modern public transportation system.
 - **Using GPS for Quality Control:** GPS data should be used to see which MTA buses are not meeting their necessary and advertised schedule. This information would help the MTA improve the quality of its service.

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For example, M42 is scheduled to run approx. every 7 min from 7am-7pm on Weekdays. However, waits of 20-30 minutes for a bus are not uncommon. Thus a mechanism whereby the MTA reviews the GPS data to recognize when MTA buses do not meet their schedules would allow it to better improve service on said routes.

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- **Defining Route Segments:** Many bus routes throughout the city have segments with significantly higher ridership compared to the ridership of the route as a whole. To better serve the areas that have higher ridership and demand, without wasting MTA resources; the MTA should explore creating additional shorter bus routes at peak hours along denser segments of longer routes.

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For example, the M11 from Greenwich Village to Riverbank State Park might benefit from more frequent service on the southern half of its route.

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- **Expand MTA services and Revenue:** In exploring new sources of revenue for the MTA, it should consider new and alternative methods. For example, it could compete with existing tourist buses. In several other world cities public transportation companies operate services for tourists. The profits from these tourist services are used to help subsidize the public transportation agencies general services. In addition, MTA operation of these lines would enable easier regulation and a more efficient and less intrusive travel route path.

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Sincerely,

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CC: Tom Prendergast

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