

1 **Chelsea Land Use Committee**

Item #: 1

2
3 April XX, 2014

4
5 Hon. Meenakshi Srinivasan, Chair
6 Board of Standards and Appeals
7 40 Rector Street New York, NY 10006

8
9 **Re: BSA No. 49-11-BZ**
10 **Block 796, Lot 18**
11 **135 West 20th Street**
12 **New York, New York**

13
14 Dear Ms. Srinivasan,

15
16 On the recommendation of its Chelsea Land Use Committee, following a site visit by committee
17 members, and after a duly noticed public hearing at the regular Board meeting on April 2, 2014,
18 Manhattan Community Board No. 4 (CB4), by a vote of ___ in favor, ___ opposed, ___ abstaining
19 and ___ present but not eligible, voted to recommend the granting of an amendment of a special
20 permit pursuant to ZR 73-11 and ZR 73-36, with the conditions set out below to Barry's
21 Bootcamp NYC for a Physical Culture Establishment (PCE) at 135 West 20th Street.

22
23 In 2011, BSA granted a special permit for the operation of a PCE at this site for a facility with
24 6,434 sf on the ground floor and in the cellar. Since then the tenant that occupied the space to the
25 east of the approved facility vacated their storefront. Barry's Bootcamp then leased this adjacent
26 space (3,111 sf), expanding to a facility with a total of 9,545 sf. With this addition, the men's and
27 women's locker rooms were enlarged and relocated, and a juice bar and fitness studio added to
28 the ground floor. The additional cellar space allows for an enlarged lounge and fitness studio
29 areas, more bathrooms, a laundry room and reconfigured egress stairs. The current application
30 seeks to amend the previously granted special permit to legalize this extension.

31
32 Located in a C6-3A district, Barry's Bootcamp is in a six story commercial building which has
33 no residential units. The facility offers one hour classes with 30 minutes on treadmills or
34 stationary bikes and 30 minutes on strength training with free weights or other equipment.
35 Lifting weights overhead and dropping them are not part of the routine. The facility conducted
36 sound tests and added acoustical protection because the sound bothered a photo studio directly
37 above the gym. According to the gym manager, there have been no further complaints since
38 these changes were made.

39
40 CB 4 appreciates that Barry's Bootcamp offers an indoor gathering place with tables and
41 beverages so that clients don't gather outside. Although no sound disturbances are anticipated,
42 we recommend approval of the application with the following conditions:

- 43
44 • Programming will either not include potentially disruptive activities or will demonstrate
45 conclusively with an acoustical engineering report that equipment use and classes will not
46 disturb other commercial tenants in the building; and

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- If operation of the facility leads to complaints from commercial tenants above or from the community, the operators of Barry's Bootcamp will attend meetings set up by the Board and quickly take any steps necessary to correct the problems leading to the complaints.

Sincerely,
Christine, JLC, Betty

DRAFT

1 **Chelsea Land Use Committee**

Item #: 2

2
3 April XX, 2014

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

11
12 **Re: Master Plan for Window Replacement**
13 **210 Eleventh Avenue**
14 **New York, NY 10001**

15
16 Dear Chair Tierney:

17
18 At a regular Board meeting on April 2, 2014 Manhattan Community Board 4 by a vote of ___in
19 favor, ___opposed, and ___abstaining and ___present but not eligible, voted to recommend, with
20 comments, approval of an application for a window replacement master plan for 210 Eleventh
21 Avenue in the West Chelsea Historic District. This vote reflects the recommendation of the CB4
22 Chelsea Land Use Committee which voted on this application on March 17, 2014.

23
24 The building is an eleven-story Gothic Revival factory building originally known as the Zinn
25 Building, constructed 1910-11. It occupies the northwest corner of the block, with street facades
26 on Eleventh Avenue and 25th Street, and two mid-block exposures also having windows.

27
28 An earlier window replacement master plan proposal was approved with comments by the Board
29 in 2013, and changes were then requested by the Landmarks Preservation Commission,
30 prompting this further proposal.

31
32 The current submission proposes gradual replacement of existing windows with aluminum
33 replacement windows containing insulated glass. The replacement windows will generally mimic
34 original windows, examples of which remain in some locations and which can also be seen in
35 historic photographs. Glass will be divided similarly to original windows, and frames will be
36 colored black to match existing windows. Ganged windows will operate in a manner
37 approximating that of the original windows, with inward-tilting hopper sash replacing original
38 horizontally pivoting lower sash. The Board finds this simulation of original operation and
39 appearance acceptable.

40
41 The proposal includes vertical columns of louvers in existing window locations at two places on
42 the 25th Street façade and at selected other locations. The Board finds that these create a
43 distractingly emphatic visual feature on 25th Street and would prefer to see to see louvers here
44 only in the lower half of each of the proposed original window unit locations, with the upper half
45 in spandrel glass detailed and divided to resemble the building's typical new glazing.

46

47 The proposal also includes replacement of existing single-unit double-hung windows with
48 casement windows. The Board would prefer to see the replacement windows match the double-
49 hung operation of the original windows in these locations, giving them a more historically
50 accurate appearance both in open and closed positions.

51
52 The Board would also prefer to have the building's window replacement performed at one time
53 rather than in piecemeal fashion over several years, to avoid a long-term patchwork appearance.

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55 Sincerely,

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57 Christine, Lee, Betty

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DRAFT

1 **Chelsea Land Use Committee**

Item #: 3

2
3 April XX, 2014

4
5 Kenneth Adams
6 President & CEO
7 Empire State Development Corporation
8 633 Third Avenue
9 New York, NY 10017

10
11 **Re: Need for a comprehensive plan before the sale of air rights from the Farley Post**
12 **Office for Phase 2 of the Moynihan Station**

13
14 Dear Mr. Adams:

15
16 Manhattan Community Board 4 (CB4) has long been a strong supporter of the conversion of the
17 Farley Building into Moynihan Station, but along with Community Board 5 and our local elected
18 officials, we have concerns about the project. In a separate letter, we have expressed our strong
19 disappointment over the lack of appropriate public participation in the February 6 issuing of a
20 Request for Proposal (RFP) for a listing agent for Farley development rights.

21
22 Beyond this, we believe that the issuing of the RFP was premature. We recognize that Empire
23 State Development (ESD) and its subsidiary, Moynihan Station Development Corporation
24 (MSDC), are working with limited resources in a complex environment, but we believe that any
25 decisions regarding Farley development rights must be made in the context of a comprehensive
26 plan that includes both a development plan and a funding plan. These plans should be developed
27 collaboratively in a public process led by ESD that coordinates the interest of all public sector
28 stakeholders.

29
30 Manhattan Community Boards 4 and 5, and the Moynihan Station Community Advisory
31 Committee - which includes members of the two Community Boards, representatives of elected
32 officials and representatives from other constituencies with direct interests - must be active
33 participants in the consideration of these issues, the development of the plans and in their
34 approval through the city's ULURP process.

35
36 The Development Plan should encompass both urban and transportation issues, including the
37 planning for and creation of, an appropriate development rights transfer area or district to govern
38 where and in what amounts rights are transferred. The transfer area/district must be based on
39 sound urban planning, be broad enough to mitigate potential overdevelopment in the immediate
40 area and must be approved through the city's ULURP process. It should include consideration of
41 the 7 million square foot Manhattan West project and the 12 million square foot and 10-acre
42 public space Hudson Yards development project immediately to the west of the Farley Building.
43 It also must consider the future of Madison Square Garden.

44
45 The Development Plan also should provide a framework for the broader consideration of the
46 multiple transportation projects that are being discussed for the area, including the Gateway

47 Project, a future Pennsylvania Station that could include MetroNorth, and improvements to the
48 Port Authority Bus Terminal.

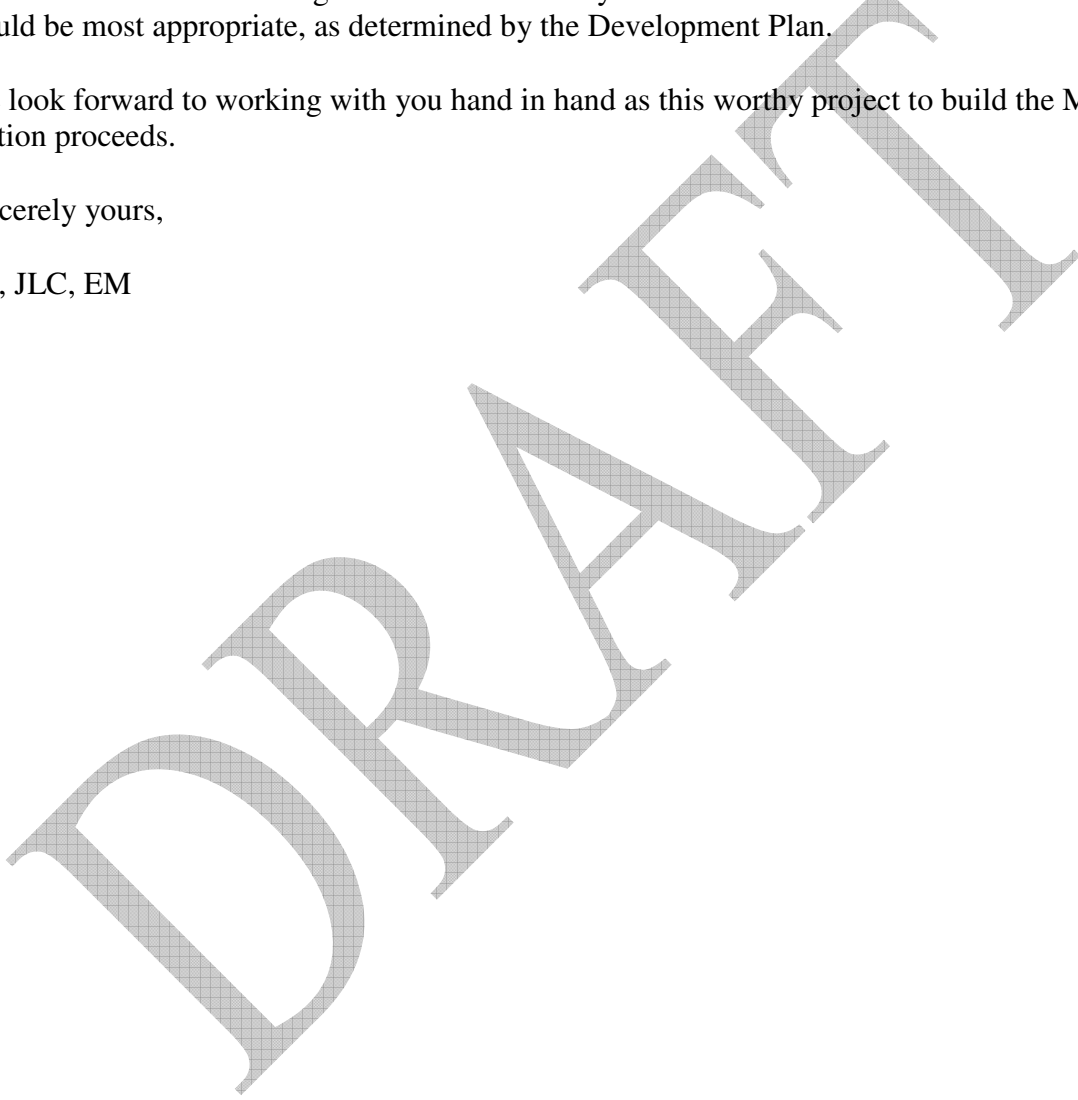
49
50 The Funding Plan should include consideration of a wide range of potential funding sources,
51 including appropriate public sector funding from the Federal, State and City governments,
52 including Amtrak, as well as the appropriate sale of development rights as determined by the
53 Development Plan. We are concerned that the current funding for Moynihan Station, which
54 relies heavily on private funding in the form of the sale of development rights, creates an
55 incentive to transfer these rights to sites where they are most valuable instead of where they
56 would be most appropriate, as determined by the Development Plan.

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58 We look forward to working with you hand in hand as this worthy project to build the Moynihan
59 Station proceeds.

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61 Sincerely yours,

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63 CB, JLC, EM

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2
3 April XX, 2014

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5 Kenneth Adams
6 President & CEO
7 Empire State Development
8 633 Third Avenue
9 New York, NY 10017

10
11 **Re: Need for a comprehensive plan before the sale of air rights from the Farley Post**
12 **Office for Phase 2 of the Moynihan Station**

13
14 On February 6, Empire State Development (ESD) issued a Request for Proposal (RFP) for a
15 listing agent to determine the value of, and eventually to sell, development rights from the Farley
16 Post Office building to fund Phase 2 of the Moynihan Station project. Recognizing that this RFP
17 does not involve the actual sale of development rights, Manhattan Community Board 4 (CB4) is
18 very concerned that even this preliminary step was taken without prior consultation with the
19 community. It is imperative that all community stakeholders be involved in a fully transparent
20 process.

21
22 The Farley Building has 2.5 million square feet of transferrable development rights, including
23 one million sq. ft. to be transferred to the northeast across the intersection of Eighth Avenue and
24 West 33rd Street under a prior agreement. The designation of receiving sites for these
25 development rights and the process by which decisions regarding them are made are of critical
26 concern to us. Because the increased density created by this volume of development rights will
27 affect the community significantly, the community must be involved in identifying and assessing
28 potential receiving sites at the earliest possible stage.

29
30 As a NY State agency, ESD has the power to impose its will, including, as the RFP makes clear,
31 the power to override New York City zoning requirements. CB4 has a long history of working
32 productively with state agencies to develop projects that better serve their function within the
33 community and has been a strong supporter of the conversion of Farley into Moynihan Station.
34 We believe it is in ESD's long term interest to work with CB4 and the community, and in
35 particular to follow the New York City Uniform Land Use Review Procedure for the transfer of
36 development rights rather than use its powers to override current zoning.

37
38 CB4 formed the Moynihan Station Community Advisory Committee (MSCAC) in 2007, along
39 with representatives of Manhattan Community Board 5 and representatives of our local elected
40 officials. MSCAC worked closely with ESD's Moynihan Station Development Corporation
41 (MSDC) during the planning of Phase 1. Now, as planning for Phase 2 accelerates, we ask that
42 MSCAC be included as an active participant in these discussions. We would have preferred to
43 have been included in the development of the criteria by which a listing agent for the sale of
44 those rights was chosen; we request that the responses to the RFP be made public, and we
45 strongly request that we be included in the identification and assessment of potential receiving
46 sites.

47 Sincerely yours,
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49 CB
50 JLC/BM/JDN
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52 CC: Michael Evans (MSDC); Electeds
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DRAFT

1 **Executive Committee**

Item #:7

2
3 March 27, 2014

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5 Mr. Patrick Foye
6 Executive Director
7 The Port Authority of NY & NJ
8 225 Park Avenue South, 15th Floor
9 New York, NY 10003

RATIFICATION

10
11 **Re: Port Authority of New York Bus Terminal – Galvin Plaza Bus Annex (GPBA)**

12
13 Dear Mr. Foye,

14
15 Manhattan Community Board 4 (CB4) expresses its strong support for the Port Authority of New
16 York and New Jersey’s application for Federal Transit Administration, Public Transportation
17 Emergency Relief Program, Resiliency Projects in Response to Hurricane Sandy. The Port
18 Authority Bus Terminal – Galvin Plaza Bus Annex (GPBA) planned by the Port Authority of
19 New York and New Jersey will reduce region’s vulnerability to flooding and other extreme
20 events, while contributing to greater resiliency for the metropolitan region’s interdependent,
21 multi-modal transportation network. During events such as Super Storm Sandy that disrupt rail
22 service, buses provide a durable and flexible response for emergency service that is vital to keep
23 the region operational. However, the Port Authority Bus Terminal is currently over-capacity
24 during normal operations and cannot handle the increased demand in such an event. After
25 Sandy, over 60,000 additional daily passengers sought out services at the PABT, leading to
26 extremely crowded conditions, and operations that had to be relocated onto city streets.

27
28 As you know, Superstorm Sandy had a tremendous impact on New York City and the entire New
29 York/New Jersey metropolitan area. The storm and resulting surge caused an estimated \$50
30 billion in damage, disrupted the transportation network and destroyed valuable equipment and
31 infrastructure. In the west side of Manhattan where 30% of the workers commute from New
32 Jersey, the coordination and communication between all actors in the regional transportation
33 network working together to restore service and continue their mission of moving people
34 throughout the region, was and is essential to the region’s economic viability.

35
36 The Port Authority’s assets were, are, and will continue to be critical pieces of the region’s
37 transportation network. Millions of people use Port Authority tunnels, bridges, bus terminal and
38 commuter rail to travel between New York and New Jersey each day,. The Port Authority Bus
39 Terminal (PABT) is the largest of the ground or rail stations in the city with over 8,000 daily bus
40 trips: it serves 233,000 passengers each weekday over 50% of who walk on the city sidewalks
41 between the bus terminal and their Manhattan destinations. The GPBA will provide off-site bus
42 staging capacity for the PABT, eliminating the tendency of buses to re-circulate within the
43 terminal, thereby congesting it and reducing its capacity. Another key benefit to building this
44 facility, will be the additional capacity to accommodate high-frequency bus shuttle operations
45 without having to travel on city streets, serving the additional surge of passengers efficiently and
46 without conflicting with cars and truck traffic and putting pedestrians at risk in the surrounding

47 neighborhood – this is significant on a daily basis as well, by reducing the queuing of buses on
48 city streets in a radius of 10 blocks near the terminal. This development is also the first step
49 toward the eventual construction of a multi-story bus garage further enhancing and increasing
50 operations and capacity.

51
52 By further ensuring a resilient trans-Hudson transit network, the Galvin Plaza Bus Annex will
53 make Manhattan’s central business district itself more resilient, providing benefits to the City of
54 New York and the entire region. Again, CB4 would like to be on record as supporting it.

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56 Thank you,

A handwritten signature in blue ink, appearing to read "Christine Berthet", is placed over a light gray rectangular background.

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58 Christine Berthet
59 Chair

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1 **Transportation Planning Committee**

Item #: 13

2
3 April XX, 2014

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

10
11 **Re: Loading zone – High Line Hotel**

12
13 Dear Commissioner Trottenberg:

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15 At its full board meeting, Manhattan Community Board 4 (CB4) voted to approve the installation
16 of signs allowing a 74 foot hotel loading zone in front of the High Line Hotel, and a 100 foot
17 loading and unloading zone, “No Standing Except for Trucks Loading and Unloading 7 AM to 7
18 PM, Except Sunday” on the northern side of Tenth Avenue. This zone would serve as a
19 dedicated solution to moving truck and commercial activity off of the residential side streets
20 (West 20th and West 21st Streets) to the more appropriate Tenth Avenue corridor. Both zones are
21 located on the east side of Tenth Avenue between West 20th and West 21st Streets.

22
23 The High Line hotel, located in the building formerly known as the Theological Seminary,
24 occupies the whole frontage of the block between West 20th and West 21st Streets. Its entrance is
25 located on the southern portion of the block. The current parking regulation at the curb indicates:
26 “No Standing 7 – 10 AM, except Sunday” and “No Parking 7 AM – 7 PM except Sunday.”

27
28 For hotels of 100 rooms or less, the Department of Transportation (DOT) does not automatically
29 grant a loading zone and requests the Community Board review and recommendations. In our
30 previous recommendations for smaller hotel loading zones, we have sought to accommodate
31 both the business needs and surrounding parking/traffic needs of the area and residents. Despite
32 previously recommending denial of this application, CB4 now believes the business requires
33 these loading zones and we believe this change in regulation will improve the quality of life for
34 the surrounding neighbors.

35
36 Although CB4 is recommending approval of this application we are concerned about the actual
37 impact it will have on improving the situation. Therefore, we strongly encourage the High Line
38 Hotel to put extra effort into limiting the loading and unloading that is done for the hotel to Tenth
39 Avenue. Furthermore, we encourage the High Line Hotel to remain in contact with their
40 neighbors and local block associations to continue to remedy the ongoing quality of life issues
41 being created by the operation of the hotel.

42
43 As an act of good faith on the part of the hotel, CB4 has requested and the hotel operators have
44 agreed to place a sign in their public garden, indicating that it is open to the public and not
45 reserved for hotel guests. This gesture is important to the neighbors as a sign that the hotel is
46 making an effort towards being a good neighbor.

47 CB4 thus recommends that this application be approved.

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1 **Transportation Planning Committee**

Item #: 14

2
3 April XX, 2014

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

10
11 **Re: Parking Signage Request**
12 **Down to Earth farmers market West 43rd Street between Ninth and Tenth Avenues**

13
14 Dear Commissioner Trottenberg:

15
16 Manhattan Community Board 4(CB4) requests parking regulation changes on the north side of
17 West 23rd Street between Eighth and Ninth Avenues, to accommodate the Down to Earth farmers
18 market that will begin operating there this year.

19
20 The market will provide a valuable resource to the local community, as there are very few
21 sources of fresh produces in this area.

22
23 We request that the current regulations which read “No Parking 7:30 a.m. – 8 a.m. Except
24 Sunday” and 1 hour parking “8 a.m. – 7 p.m. Except Sunday” remain.

25
26 The new regulation we request be added should read “No standing except for farmers market, 7
27 a.m. to 6 p.m. Saturday, May to November”. It is to be installed on the north curb, starting 15
28 feet from the entrance of 362 West 23rd Street and end at the start of the building line of 333
29 West 23rd Street.

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31 Sincerely,

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46 **Transportation Planning Committee**

Item #: 15

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48 April XX, 2014

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50 Polly Trottenberg

51 Manhattan Borough Commissioner

52 NYC Department of Transportation

53 59 Maiden Lane, 37th Floor

54 New York, NY 10038

55

56 **Re: Split Phase signal request in Chelsea**
57 **(West 25th, West 29th and Eighth Avenue)**

58

59 Dear Commissioner Trottenberg:

60

61 Manhattan Community Board 4 (CB4) would like to again request the instillation of left-turn
62 signals on Eighth Avenue at the southwest corners of West 25th and West 29th Street, including
63 separate (north/south) pedestrian crossing times. We feel that this feature has been a major
64 reason for the decline in pedestrian and bicycle injuries at other already installed bicycle path
65 intersections. We note that Eighth Avenue from West 23rd to West 34th Streets is adjacent to a
66 Naturally Occurring Retirement Community (NORC) and is in the top 10% for the number of
67 pedestrian, bicyclist and vehicle accident related injuries in Manhattan.

68

69 These split phase signals were originally requested by CB4 in our comments on the installation
70 of the Eighth Avenue enclosed bicycle lane extension to West 30th Street. We made the request
71 again in our comments on the installation of the bike lanes from West 29th Street to West 30th
72 Street. These requests have become more urgent as there have been several community member
73 reports of postal trucks turning at high speeds at West 29th Street; in addition, we received a
74 petition with over one thousand names requesting the same at West 25th Street from Penn South
75 residents.

76

77 We hope that DOT will finally comply with our request to install these left-turn signals at the
78 intersections of Eight Avenue and West 25th Street and West 29th Street. This feature is important
79 to pedestrian safety at intersections that are adjacent to a community which is especially
80 vulnerable to bicycle and vehicle related accidents.

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84 Sincerely,

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92 **Transportation Planning Committee**

Item #: 16

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94 April XX, 2014

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96 Captain David Miller

97 Manhattan 10th Precinct

98 NYC Police Department

99 230 West 20th Street

100 New York, NY 10011

101

102 Polly Trottenberg

103 Manhattan Borough Commissioner

104 NYC Department of Transportation

105 59 Maiden Lane, 37th Floor

106 New York, NY 10038

107

108 **Re: Illegal Truck Route - West 19th Street and Eighth Avenue**

109

110 Dear Captain Miller and Commissioner Trottenberg:

111

112 Manhattan Community Board #4 (CB4) requests that both DOT and the NYPD increase their
113 efforts to reduce illegal truck usage of West 15th Street through West 22nd Street west of Seventh
114 Avenue. This is in response from complaints of west Chelsea residents over the past few months.
115 CB4 also requests the placement of an additional sign on the corner of West 19th Street and
116 Eighth Avenue facing south, to deter trucks traveling north on Eighth Avenue, from using West
117 19th Street to travel west.

118

119 In 2007 and 2008, both DOT and the NYPD worked with the Community Board to address
120 complaints from several block associations and the Chelsea Council of Block Associations. The
121 complaints involved high volume of truck traffic that led to street noise on these low-rise
122 building streets and higher levels of street deterioration, including busted water pipes on West
123 15th Street and frequent street repaving. Based on Block Association and Community Board
124 requests, several "Local Truck Only" and "No Thru Truck" signs were installed and police
125 ticketing increased. Both the block association and residents reported reduced truck usage during
126 that time.

127

128 In the last couple of years, particularly with the increase of construction activity, residents are
129 reporting a substantial increase in street non-local truck usage and construction trucks using local
130 streets to get to avenues, rather than truck routes (West 14th and West 34th Streets).

131

132 We thus request that, similar to 2007 and 2008, DOT and the Police Department work together to
133 enhance enforcement. We also believe that the placement of the additional sign on Eighth
134 Avenue will improve the situation on West 19th Street.

135

136 We request that both agencies keep us informed of their efforts over the next months.

137 Sincerely,

138 **Transportation Planning Committee**

Item #: 17

139

140 April XX, 2014

141

142 Mayor Bill de Blasio

143 City Hall Park

144 New York, NY 10007

145

146 **Re: Comments on Vision Zero**

147

148 Dear Mayor de Blasio:

149

150 Manhattan Community Board 4 (CB4) is hopeful that Mayor Bill de Blasio's *Vision Zero*
151 initiative will result in drastic improvements of pedestrian safety in our community. We
152 enthusiastically support the action plan, especially community outreach, inter-agency
153 collaboration, street design, vehicle control and legislative initiatives. We look forward to
154 working with the Mayor, the Department of Transportation, and the NYPD on implementing this
155 initiative. Several of the intersections with the highest pedestrian injuries and deaths in New
156 York City are in Community District 4 (CD4).

157

158 While CB4 supports the Vision Zero initiative we would like to offer the following comments on
159 the plan:

160

161 Enforcement remains the most crucial element of preventing accidents from occurring. As
162 pointed out in the Mayor's Vision Zero report, 70 percent of pedestrian fatalities are from causes
163 outside of the pedestrian's control, typically driver speeding or failure to yield. The success of
164 Vision Zero will thus be dependent on the active involvement of NYPD to increase enforcement
165 for vehicle violations such as improper turns, phoning/texting while driving, and speeding. We
166 are pleased the Mayor's initiative includes providing NYPD with an increased number of speed
167 guns. Similarly we are glad the Mayor has proposed increased training for officers on how to
168 investigate and preserve crash site evidence and expanding the Collision Investigation Squad's
169 jurisdiction to include crashes with critical injuries, a position this Community Board endorsed
170 several years ago.

171

172 In addition to the enforcement of vehicular traffic we would like to request that increased
173 enforcement be made on bicyclists. Bike lanes have been installed on many streets in our
174 community and while we support increased bicycle usage we are concerned about bicycle
175 compliance with traffic regulations. We hear complaints from residents on a regular basis that
176 bicyclist pay little attention to traffic laws, and that enforcement is almost nonexistence. We
177 hope that the Vision Zero initiative will place greater emphasis on the enforcement and education
178 of bicycle traffic regulations. We would specifically like to applaud and request Vision Zero
179 incorporate the efforts made by DOT as well as community groups such as Transportation
180 Alternatives, and CHEKPEDS who have taken up the initiative to educate commercial bicyclists
181 on the bicycle traffic regulations.

182

183 We are pleased to see that more NYPD resources will be allocated to traffic enforcement
184 but NYPD already has a large pool of personnel to reallocate to life saving posts: Certain traffic
185 agents would make terrific Highway patrol officers. The others should be retrained to
186 become crossing guards/ gridlock prevention or enforcement. They could be authorized to give
187 failure to yield tickets, in addition to gridlock and idling tickets that they already are permitted to
188 give. The majority of highway patrol personnel should be deployed on arteries where most of the
189 pedestrians are hurt and less on highways. The name of their unit should be changed accordingly
190 to reflect the new focus.

191
192 We were pleased to see opportunities to involve the community in Vision Zero. There are
193 few easy ways to open and organize the flow of information between the NYPD traffic forces
194 and the public:

- 195 • The precinct safety plans should incorporate public input by consultation with
196 Community board and local associations.
- 197 • A high-ranking traffic officer should attend monthly community precincts meetings or
198 community board meetings to hear enforcement complaints and report on action from last
199 month.

200
201 Many members of our communities are a part of (Naturally Occurring Retirement Communities)
202 NORCs, and these communities are especially vulnerable to traffic accidents. Since these
203 communities require increased efforts to ensure safety, we recommend that Vision Zero
204 incorporate the placement of traffic officers on busy intersections around NORC's.

205
206 We have found that the installation of dedicated turn signals, or split phase signals are effective
207 in improving pedestrian safety at dangerous intersections. The instillation of a split phase signal
208 at the intersection of West 23rd street and Seventh Avenue has resulted in a 63% reduction in
209 pedestrian injury at this intersection. We hope that the Vision Zero plan will incorporate the
210 expansion of these installations at more intersections across the city.

211
212 CB4 is happy that a reduction in the speed limit is incorporated into this initiative. However, we
213 would like to see the speed limit become 20 mph and not the proposed 25 mph.

214
215 Many of the pedestrian safety improvements that have been implemented in our community
216 have come about as the result of traffic studies. We would like Vision Zero to incorporate
217 funding for more traffic studies, and the timely implementation of the results.

218
219 CB4 is happy that the mayor has taken up this initiative and we believe this plan will greatly
220 improve the safety of pedestrians in New York City. While the plan is a step in the right
221 direction we believe the incorporation of the above suggestions will further strengthen this
222 initiative and greatly benefit the pedestrians in our community and across New York City.

223 Sincerely,

224
225 cc: DOT, Councilmember Cory Johnson, Manhattan Borough President Gale Brewer, NYPD

1 **New Business**

Item #: 25

2
3 April XX, 2014

4
5 Cristin D. Burtis
6 Street Activity Permit Office
7 100 Gold Street, 2nd Floor
8 New York, NY 10038
9

10 **Re: 16th Annual Folsom Street East Fair**
11 June 22, 2014 on West 28th Street between Tenth Avenue and Eleventh Avenues
12

13 Dear Mr. Curtis:

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15 Manhattan Community Board 4 recommends denial of the renewal application for a street fair
16 located on West 27th Street between Tenth and Eleventh Avenue, to be operated by Folsom
17 Street East unless the following stipulations are agreed to by the operators:
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- 19 • Hours of operation are 11 a.m. to 4 p.m. with set up starting at 9 a.m. and clean-up being
20 finished by 6:00 p.m.;
- 21 • To reach out to all residences and businesses on 27th Street between Tenth and Eleventh
22 Avenues to alert them to the event, its ticket policy, and to give contact information for
23 the operators in case residents/businesses have questions or concerns;
- 24 • Work with the Police Department to procure barricades to line the sidewalks to give easy
25 access for residents and businesses to get on and off the block;
- 26 • Work to ensure that the live performance space be angled in such a way so that a physical
27 view of the stage from the apartment building located at 537 West 27th Street is not
28 possible;
- 29 • Provide adequate security to manage the expected large crowds and to provide
30 information regarding the event to any interested parties;
- 31 • Make sure that residents and business personnel of the block have no issues with gaining
32 admittance to and from their residences and businesses on the day of the event (and that
33 all New Yorkers be made to feel welcome to traverse the block using the sidewalks);
- 34 • Amplified Sound/music will be permitted for a two hour window during the event. Such
35 sound will be monitored and will not be unduly loud. Residents and businesses will be
36 given a contact number for the operators if they wish to reach out with any concerns on
37 the day of the event.

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39 Sincerely,
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