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COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

www.manhattancb2.org

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Greenwich Village ✦ Little Italy ✦ SoHo ✦ NoHo ✦ Hudson Square ✦ Chinatown ✦ Gansevoort Market

July 21, 2023

Edward Pincar Jr.
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane
New York, NY 10038

Dear Commissioner Pincar:

At its Full Board meeting on July 20, 2023, Community Board #2, adopted the following resolution:

Resolution requesting a study of the potential need for commercial metered parking on University Pl. btw. Waverly Pl. and E. 13th St. and the need for more regular metered parking on E. 10th St. btw. University Pl. and Broadway.

Whereas current parking regulations on University Pl. btw. Waverly Pl. and E. 13th St. are almost entirely No Parking 8am-6pm. Current parking regulations on E. 10th St. on its north side are a combination of 3 hour metered commercial parking 8:30am-6pm M-F, 2 hour metered parking either 8:30am-6pm Sat. or 9am-6pm except Sun., street cleaning rules except Sun. either 8am-8:30am or 8:30am-9am, and some No Parking Anytime, and on its south side are a combination of 2 hour metered parking 9am-6pm except Sun. or 8:30am-6pm Sat., some 3 hour metered commercial parking 8:30am-6pm M-F, street cleaning rules except Sun. either 8am-8:30am or 8:30am-9am, some No Parking Anytime, and some No Parking 8am-6pm M-F; and

Whereas a letter was submitted to Community Board No. 2 Manhattan (CB2) by the small businesses located on E. 10th St. btw. University Pl. and Broadway, and a representative of these businesses as well as a residential representative appeared in person, asserting that there is insufficient regular metered parking on the block (to accommodate the small businesses) and that most of the metered commercial spaces are taken by delivery vehicles serving stores and restaurants on University Place where regulations now prohibit almost all daytime parking; and

Whereas it was reported that workers can often be seen on this stretch of E. 10th St. (where they park in commercial metered spaces) pushing hand trucks of produce to University Pl. establishments, thus competing for narrow sidewalk space with pedestrians, including families headed to Grace Church School and students from the NYU dormitory on 10th, while contractors' vehicles serving large apartment buildings also take over the metered space, along with Amazon and Fedex delivery trucks

that each use as much as 80 ft. (approximately 10 or more spaces) of the commercial metered parking for the full three hours allowed (and sometimes more); and

Whereas the E. 10th St, small businesses have indicated they have difficulty unloading deliveries of their goods (e.g., of furniture or art pieces) with so much commercial parking taking up space and not enough regular metered parking for their vehicles that ordinarily don't have commercial license plates (that would qualify them for the commercial spaces). This forces them to temporarily park in illegal spaces, and with no second driver more often than not to remain in the car while a delivery is being made (that would show they are only there briefly), they get ticketed; and

Whereas in an effort to preserve their livelihoods, these small businesses are asking for more regular metered parking on their E. 10th St, block in the place of at least some of the commercial metered parking, which they suggest should be shifted to University Pl., where they believe it's needed; and

Whereas it was pointed out that No Parking regulations like those on University Pl. allow for stopping to load or unload packages or merchandise at curbside as opposed to the more restrictive No Standing and No Stopping regulations; and

Whereas it was revealed that extensive placard parking (often illegal) in that area is another factor to consider; and

Whereas the Executive Director of the Village Alliance, the Business Improvement District (BID) that oversees University Pl., thought that University might have some capacity for loading/unloading, but he said that he would want to consult with the businesses there to assess their needs and would welcome working with the NYC Dept. of Transportation (DOT) on outreach in studying conditions and determining solutions; and

Whereas DOT's representative expressed DOT's willingness to review conditions at the locations in question to ascertain feasible approaches; and

Whereas CB2 is aware and supportive of the pressing need for these E. 10th St. businesses to find solutions that facilitate their deliveries and help preserve their economic well-being;

Therefore be it resolved that CB2 requests that DOT do a study of activities, conditions and parking regulations on E. 10th St. btw. University Pl. and Broadway and on University Pl. btw. Waverly Pl. and E. 13th St. to more equitably balance regular metered parking and commercial metered parking to better serve the delivery needs of the businesses on E. 10th as well as those on University that receive deliveries; and

Be it further resolved that CB2 recommends that DOT work with the Village Alliance BID in reaching out to the businesses that receive deliveries on University Pl. and assessing their drop-off/pickup needs and existing conditions; and

Be it further resolved that CB2 asks that DOT consider modifying some of these streets' metered parking rules (both commercial and regular) to shorten the time allowed for using the metered parking in these locations in order to encourage more frequent turnover where the total parking period that's currently permitted is shown to be unnecessary; and

Be it further resolved that CB2 strongly encourages DOT to thoroughly investigate the excessive placard parking in this area, formulate procedures to reduce its illegal use and work with the NYPD in enforcing deterrence; and

Be it finally resolved that CB2 urges DOT to conduct the requested study as soon as possible, share its findings and recommendations with CB2, and quickly implement its recommended improvements, especially those that support the needs of the small businesses on E. 10th St. who depend on timely deliveries to maintain their operations.

Vote: Passed, with 36 Board members in favor.
1 Recusal (N. Avanesians)

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Susan Kent, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

SK/em

Hon. Dan Goldman, Congressman
Hon. Brian Kavanagh, NY State Senator
Hon. Deborah J. Glick, NYS Assembly Member
Hon. Mark Levine, Manhattan Borough President
Hon. Christopher Marte, NYC Council Member
Scott Hobbs, Executive Director, Village Alliance
SGT. Daniel Houlahan, NCO Supervisor, NYPD 6th Pct.

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Dear Commissioner Pincar:

At its Full Board meeting on July 20, 2023, Community Board #2, adopted the following resolution:

Resolution in response to request for a tour bus stop on the north side of East Houston St. btw Bowery and Elizabeth St.

Whereas Durama Tours Inc. dba The Ride has applied for a sightseeing bus stop for pick-ups and drop offs on the north side of East Houston St. from Bowery to Elizabeth St., closer to the Bowery; and

Whereas this stop would be shared with the existing MTA M21 bus stop, as it was before by another tour bus. The NYC Dept. of Transportation (DOT) bus stop management team has studied this stop and advised that the current layout at this proposed location has sufficient length to easily accommodate two bus stops there. No conflict is expected with the M21 bus, which usually runs no more than twice an hour (although CB2 would prefer greater frequency), nor will there be any substantive change from the previous shared stop configuration; and

Whereas this location previously was the shared stop for Experience the Ride, run by a different company and no longer in service, which received many complaints from the community because its loud music, intrusive sidewalk entertainment at stops and its glaring strobe lights; and

Whereas the applicant's spokesperson gave assurances that entertainment will be inside the bus only and will include two comedians talking to each other and discussing the area that they're passing through, which is being viewed through very large windows. This will be accompanied by some changing lights and music (not loud). None of this would be experienced or heard outside, because the windows are kept tightly closed, although the spokesperson couldn't definitively assure that the format wouldn't change in the future; and

Whereas the route for this stop was initiated a few months ago, and still is in its testing phase. One trip per hour is planned, five times a day, six days a week (Tuesday excepted). At the proposed Houston/Elizabeth-Bowery stop, the last drop off of the day will be at 8:15 pm; and

Whereas the bus will travel slowly, approximately 15 to 20 mph and can accommodate 40 riders although the typical ridership is no more than 20 or 25 people; and

Whereas no food or drinks will be served or consumed on board, including no alcohol; and

Whereas it was indicated that efforts are made to observe New York City's three-minute idling limitation rule for boarding or departing the bus, but that the City allows an exemption if the bus needs to stop for five minutes to load and unload (which is needed at the most); and

Whereas the bus runs on Diesel fuel, but the spokesperson claimed that they're using the latest and cleanest fuel available for diesel running buses; and

Whereas there are commercial land uses on both sides of the street corner at that location;

Therefore be it resolved that Community Board No. 2 Manhattan (CB2) has no objection to adding the requested sightseeing bus stop for pick-ups and drop offs on the north side of East Houston St. from Bowery to Elizabeth St. to share with the already existing MTA M21 bus stop as long as its program remains the same as currently presented; and

Be it further resolved that CB2 emphasizes that should there be an alteration in the method of The Ride tour bus operation, especially in the serving or consuming of food and alcohol, external LED lighting or signage, music or entertainment with activities on the street, CB2 would expect the applicant to return to CB2 in a new application for CB2 to review before going before DOT and other involved agencies for the changes.

Vote: Unanimous, with 36 Board members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



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Community Board #2, Manhattan



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Dear Commissioner Pincar:

At its Full Board meeting on July 20, 2023, Community Board #2, adopted the following resolution:

Resolution in response to an application for a revocable consent to construct an ADA accessible ramp at 2 Charlton St.

Whereas Community Board No. 2 Manhattan (CB2) has received an application that seeks a revocable consent to construct, maintain and use an ADA accessible ramp and landing with steps and retaining wall, including steel guard railings, to replace an existing hydraulic lift at the entrance of 2 Charlton St., a 17-story cooperative multi-family building with 154 residential units and 17 retail units, built in 1960; and

Whereas the purpose of the proposed ramp is to provide access to the building's lobby, which is below sidewalk level, for the disabled and mobility challenged; and

Whereas a representative of the building's residents and Board of Directors explained that the existing hydraulic lift, constructed 10 years ago, has become outmoded and is very cumbersome, slow, uncomfortable and unnecessarily confining for the increasing number of those in the building who require ADA access as the building's population has aged (21 people now use the lift regularly), as well as for those who visit the building and also need this access; and

Whereas it was explained that the proposed new ramp, which would be part of a redesign of the entranceway and lobby and be state-of-the-art, would be much more efficient and comfortable to use than the lift; and

Whereas it was additionally explained that the proposed ramp would also serve the increasing number of young children in the building by safely accommodating strollers; and

Whereas the ramp will project 4 ft. into the 15 ft. wide sidewalk in front of the building (the minimum required for easy maneuver). With the tree on the sidewalk across from the ramp, the narrowest available width of the sidewalk will be btw. the ramp and tree, 5 ft.7 in., in line with and in some cases larger than the sidewalk width accompanying the stoops on the rest of the block, providing ample room for using the public way; and

Whereas the existing hydraulic lift will remain in operation at all times until the ramp is installed, ensuring continuous access;

Therefore be it resolved that CB2 fully supports approval of a revocable consent to construct, maintain and use an ADA accessible ramp and landing with steps and retaining wall, including steel guard railings, to replace an existing hydraulic lift at the entrance of 2 Charlton St.; and

Be it further resolved that CB2 welcomes the prospect of increased availability of ADA access in the CB2 community.

Vote: Unanimous, with 36 Board members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Susan Kent, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

SK/em

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Hon. Brian Kavanagh, NY State Senator
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