

# Manhattan Community Board 4

# Liquor License Stipulations Application

(All Fields Must Be Completed)

<b>APPLICANT</b> Bar Toro Restaurant NY LLC		<b>DOING BUSINESS AS (DBA)</b> Bar Toro	
<b>STREET ADDRESS</b> 85 Tenth Avenue		<b>CROSS STREETS</b> West 15 <sup>th</sup> & 16 <sup>th</sup> Street	
<b>OWNER</b>	<b>NAME:</b> Bar Toro Restaurant NY LLC	<b>ATTORNEY</b>	<b>NAME:</b> Robert V. Ferrari
	<b>PHONE:</b> 646-649-2339		<b>PHONE:</b> 212-972-7040
	<b>FAX:</b>		<b>FAX:</b>
<b>MANAGER</b>	<b>NAME:</b> William Malnotti	<b>LANDLORD</b>	<b>NAME:</b> The Relates Companies LLP
	<b>PHONE:</b> 646-649-2339		<b>PHONE:</b> 212-801-3512
	<b>FAX:</b>		<b>FAX:</b>

**DESCRIPTION OF BUSINESS**

Establishment Type:

Bar/Tavern  
  Bed & Breakfast  
  Eating Place Beer  
  Cabaret  
  Night Club  
  Hotel  
 **Restaurant**

Catering Establishment  
  Club (Fraternal Organization – Members Only)

Other (Explain): \_\_\_\_\_

Method of Operation:

**Restaurant**  
 Dance Club  
 Sports Bar  
 Adult Entertainment  
 Wine Bar  
 Pizzeria  
 Cafe

Other (Explain): \_\_\_\_\_

License Type:

**On-Premise**  
 Wine  
 Beer  
 Wine & Beer

<b>APPLICATION TYPE</b> <i>(check one)</i>	<input checked="" type="radio"/> <b>New</b>	Has applicant owned or managed a similar business?	<input checked="" type="checkbox"/> <b>YES</b>	<input type="checkbox"/> <b>NO</b>
		What is/was the name of establishment?	<b>Tenjune</b>	
		What is/was the address of the establishment?	<b>26 Little West 12<sup>th</sup> Street</b>	
		What were the dates the applicant was involved with this former premise?	<b>2006-2008/2008-2012 Marketing</b>	
	<input type="radio"/> <b>Transfer</b>	What is the prior license #?		
		What is the expiration date on the prior license?		
		Are you making any alterations or operational changes?	<input type="checkbox"/> <b>YES</b>	<input type="checkbox"/> <b>NO</b>
		<i>If alterations or operational changes are being made, please attach the plans to this form.</i>		
	<input type="radio"/> <b>Alteration</b>	What is the current license #?		
		What is the expiration date on the current license?		
<i>Please describe the nature of the alterations and attach the plans</i>				

**OPERATIONAL ISSUES**

HOURS		MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
	Operation	11 a.m. – 4 a.m.	11 a.m. – 4 a.m.	11 a.m. – 4 a.m.	11 a.m. – 4 a.m.	11 a.m. – 4 a.m.	1030 a.m. – 4 a.m.	1030 a.m. – 4 a.m.
	Music	11 a.m. – 4 a.m.	11 a.m. – 4 a.m.	11 a.m. – 4 a.m.	11 a.m. – 4 a.m.	11 a.m. – 4 a.m.	11 a.m. – 4 a.m.	11 a.m. – 4 a.m.
	Kitchen	11 a.m. – 3 a.m.	11 a.m. – 3 a.m.	11 a.m. – 3 a.m.	11 a.m. – 3 a.m.	11 a.m. – 3 a.m.	11 a.m. – 3 a.m.	11 a.m. – 3 a.m.

OCCUPANCY	INDOOR				BAR			OUTSIDE	
	Capacity (Certificate of Occupancy)	Maximum # of Persons You Anticipate Occupying Premises (Including Employees)	Number of Tables	Number of Seats	Number of Service Only Bars	Number of Stand-Up Bars	Number of Seats at Bars	Number of Seats	Number of Tables
	317	317	42	263	0	3	43	N/A	N/A

How many floors are there? What is the capacity for each floor? (please respond in space provided)	<input checked="" type="checkbox"/> 1-2	3-4	5+	1 <sup>st</sup> Floor – 194 persons, cellar – 123 persons	
Will you be applying or intending to apply for a cabaret license? If yes, will there be dancing? (please respond in space provided)	YES	<input checked="" type="checkbox"/> NO	N/A		
Will applicant have bottle service?	<input checked="" type="checkbox"/> YES	NO	N/A	Only in the lounge area	
Will you be hosting private parties and promotional events?	<input checked="" type="checkbox"/> YES	NO	N/A	Corporate, no covers	
Will outside promoters be used?	YES	<input checked="" type="checkbox"/> NO	N/A		
Will the security plan submitted be implemented?	<input checked="" type="checkbox"/> YES	NO	N/A		
Will State certified security personnel be used?	<input checked="" type="checkbox"/> YES	NO	N/A		
Will New York Nightlife Association recommendations and NYPD Best Practices be followed?	<input checked="" type="checkbox"/> YES	NO	N/A		
Will the applicant be using delivery bicycles? If yes, have you applied to DOT for bicycle rack? Delivery bicycles are to be clearly marked with the name of the restaurant and staff will wear attire clearly noting name. (please respond in space provided)	YES	<input checked="" type="checkbox"/> NO	N/A		
Will the applicant be applying for a Sidewalk Café now or in the future? (please respond in space provided)	YES	<input checked="" type="checkbox"/> NO	N/A		
If yes to the above, are plans attached and submitted to DCA? How many tables/seats? (please respond in space provided)	YES	NO	<input checked="" type="checkbox"/> N/A		
Will applicant provide contact information to neighbors and respond to complaints that arise?	<input checked="" type="checkbox"/> YES	NO	N/A		

If you plan to have music, what type(s)?	<input checked="" type="checkbox"/> BACKGROUND	<input checked="" type="checkbox"/> LIVE MUSIC	<input checked="" type="checkbox"/> D.J.	Live Music Occasionally
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**BUILDING DESIGN**

Doors and windows will be closed when any amplified music is played and in the event of no amplified sound, will be closed by 11 PM Friday and Saturday and 10 PM on all other days.	<input checked="" type="checkbox"/> YES	NO	N/A	
Will applicant follow the recommendations of a certified sound engineer to mitigate potential noise disturbance to the neighboring residents and buildings, including placing speakers on the floor of the establishment?	<input checked="" type="checkbox"/> YES	NO	N/A	
Do you agree to comply with DOB rules concerning a storm enclosure? Storm enclosures can be used between November 15 and April 15, but they may NOT project more than 18 inches from the store front.)	YES	NO	<input checked="" type="checkbox"/> N/A	

OUTDOOR ITEMS			
Will applicant use the rooftop, rear yard or any outdoor space?	YES	<input checked="" type="checkbox"/> NO	N/A
If yes to the above, the rear yard, rooftop, and any outdoor space will be closed and vacated by 11 PM on Friday & Saturday and 10 PM on all other days.	YES	NO	<input checked="" type="checkbox"/> N/A
The service and consumption of alcohol in the rear yard, on the rooftop, or in any other outdoor space will be only via seated food service.	YES	NO	<input checked="" type="checkbox"/> N/A
The rear yard, rooftop, and any other outdoor space will not allow standing space for patrons to drink or smoke.	YES	NO	<input checked="" type="checkbox"/> N/A
Applicant will do everything in their power to provide an effective sound baffling or sound controlled environment through landscaping or some type of enclosure, where possible; provided they do not violate any fire or building code regulations? This includes possibly working with landlords for soundproofing tenants apartments (such as installing soundproofing windows, acoustical tiles, etc.).	YES	NO	<input checked="" type="checkbox"/> N/A
Applicant will enforce a quiet environment in the outdoor space, so as not to disturb nearby residents (e.g. there will be no amplified music, as per the law, and windows and doors to areas that play amplified music shall be closed). The applicant will make every effort possible to limit the noise emanating from diners by posting signs outside and also on menus asking for respect of the neighbor's privacy and peace. The staff will also encourage a peaceful environment amongst the outdoor diners.	YES	NO	<input checked="" type="checkbox"/> N/A
Applicant will have a lighting plan that will allow safe usage of the outdoor space without disrupting neighbors?	YES	NO	<input checked="" type="checkbox"/> N/A

LOCATION & ZONING			
Primary Zoning District:	<b>Commercial</b>	Overlay (If Applicable):	
Is this a Special District? If yes, is it Clinton, West Chelsea or Hudson Yards?	YES	NO	<input checked="" type="checkbox"/> N/A
Does the building have a Certificate of Occupancy ("C of O") or a letter of no objection?	<input checked="" type="checkbox"/> YES	NO	N/A
Is the 500 Foot Rule or 200 Foot Rule Triggered? If yes, which? Please attach a diagram of the establishments that triggers the rule.	<input checked="" type="checkbox"/> YES	NO	N/A
Is a Public Assembly permit required?	<input checked="" type="checkbox"/> YES	NO	N/A
Are your plans filed with DOB?	YES	NO	<input checked="" type="checkbox"/> N/A
Building Type	<input type="checkbox"/> Residential <input checked="" type="checkbox"/> <b>Commercial</b> <input type="checkbox"/> Mixed Use <input type="checkbox"/> Other, describe: _____		
Adjacent Buildings	<input type="checkbox"/> Residential <input checked="" type="checkbox"/> <b>Commercial</b> <input type="checkbox"/> Mixed Use <input type="checkbox"/> Other, describe: _____		
<b>NOTIFICATION:</b> What organizations / community groups have you notified regarding your application?	# 1	<b>Council Chelsea Block Association: <a href="mailto:Wborock@hotmail.com">Wborock@hotmail.com</a></b>	
	# 2		
	# 3		

**ADDITIONAL INFORMATION: (Applicant Use)**

**ADDITIONAL NOTES: (Office Use Only)**

**ADDITIONAL STIPULATIONS: (Office Use Only)**

- See attached capacity breakdown
- Applicant will erect smoking area on 11<sup>th</sup> Ave & 16<sup>th</sup> St.
- Applicant will have a strong door presence, avoid queuing when possible but when needed the queuing will be along 16<sup>th</sup> Street toward 11<sup>th</sup> Avenue
- Applicant will implement traffic plan
- Applicant will implement security plan
- Applicant will hold a job fair, neighborhood hiring preference, work with community

Manhattan Community Board 4 (MCB4) recommends:


Approval  Denial unless all agreed to by applicant is part of the


method of operation

Denial

**CB4 REPRESENTATIVES**

  
Nelly Gonzalez  
CB4 Community Associate

  
Lisa Daglian  
CB4 BLP Committee Co-Chair

  
Paul Beres  
CB4 BLP Committee Co-Chair

**APPLICANT AGREEMENT WITH THE COMMUNITY**

Pursuant to these stipulations, this applicant agrees to have these provisions incorporated in the method of operation of their liquor license. Additionally, the applicant agrees to the community agreements as the basis for the community supporting this application.

**SIGN HERE**



  
SIGNATURE OF APPLICANT

**Tuesday, July 10, 2012**

DATE



## Method of Operations

### **BAR TORO**

Dinner: will be served seven days a week from 5:30pm until 1am

Brunch: will be served Saturdays and Sundays from 10:30am-4pm

It is anticipated that weekday lunch service will begin mid-late 2013

### **Ground Floor**

Main Dining Room: 89 seats

Main Bar: the full menu will be available at all times; 17 seats

Plancha Counter Seating: 6 seats

Total Seats: 112

### **Lower Level**

Dining Room: 71 seats (including 46 Private Dining Room)

Bar: the full menu will be available at all times: 15 seats

Total Seats: 86

### **Porron Room**

Dinner (abbreviated lounge menu): will be served from 7pm -3am

Dining Room: 25 seats

Bar: the full menu will be available at all times; 9 seats

Total Seats: 34

Total Occupancy : 71

### **Staffing**

It is expected that BAR TORO will bring approximately 100 new jobs to the area.



S A M S C H W A R T Z  
E N G I N E E R I N G

# Technical Memorandum

To: Will Malnati  
From: Sam Schwartz Engineering  
Date: July 9, 2012  
Re: Bar Toro Traffic Engineering Services Memorandum  
Project No: 12-01-2350

Sam Schwartz Engineering (SSE) has performed a traffic analysis associated with a proposed 8,200 square-foot (SF) restaurant and 71-person licensed capacity lounge located on Eleventh Avenue between West 15<sup>th</sup> and West 16<sup>th</sup> streets in Manhattan. Primary access to the site would be from West 15<sup>th</sup> Street with alternative ADA access from Eleventh Avenue and West 16<sup>th</sup> Street. SSE reviewed the existing transportation system in the area to assess the feasibility of a lounge/restaurant the proposed site. Traffic volumes, transit access, private vehicle parking, and taxi, for-hire vehicle (FHV), and pedestrian circulation were assessed for potential issues. This memorandum summarizes the findings.

## **Project Description and Study Area**

The proposed lounge/restaurant would be located in the former Nabisco Building along Eleventh Avenue between West 15<sup>th</sup> and West 16<sup>th</sup> streets. The primary entrance would be located on West 15<sup>th</sup> Street with alternative access from Eleventh Avenue and West 16<sup>th</sup> Street. The 198-seat, 8,200 SF restaurant, Bar Toro, would open during the week for dinner from 5:30 PM to 1:00 AM. On weekends, the restaurant would serve brunch and open at 10:30 AM. The lounge, The Porron Room, with a 71-person capacity, would be open daily from 7 PM to 4:00 AM. The restaurant and lounge would be connected inside and would share the same wait staff and kitchen space.

West 15<sup>th</sup> Street is a 42-foot wide local one-way, east-west street that operates with two moving lanes of traffic in the westbound direction. On the north side of the street adjacent to the site, sign regulations "No Standing 7 AM and 7 PM, Monday through Saturday" are posted. The sidewalk is 15 feet wide, and is lined with windows that face into the NBC Building as well as two loading docks. On the south side of the street, sign regulations "No Parking 8 AM to 6 PM, Monday through Friday" are posted. The sidewalk is 4.5 feet wide and fronts the north side of the 14<sup>th</sup> Street Park, operated by the Hudson River Park Trust.

West 16<sup>th</sup> Street is a local one-way, east-west street, approximately 30 feet wide, that operates with one moving lane of traffic in the eastbound direction with parking on both sides of the



street. On the north side of the street, sign regulations “No Standing Except Authorized Vehicles (FLEO<sup>1</sup>)” at all times” are posted, and the sidewalk is 15 feet wide. On the south side of the street, sign regulations “No Parking 7 AM to 7 PM, Monday through Saturday are posted and the sidewalk is 15 feet wide. There are primarily large office buildings along West 16<sup>th</sup> Street with limited pedestrian access and no truck loading docks.

Eleventh Avenue, or Route 9A, is a state highway that runs north-south adjacent to the Hudson River waterfront on Manhattan's west side. In the vicinity of the project site, this roadway has three northbound travel lanes and three southbound travel lanes separated by a landscaped median. At West 16<sup>th</sup> Street, a southbound left-turn bay is provided. No on-street curbside parking is provided in either direction; however, there is a bus stop in the northbound direction for the M14D route. The bikeway, a bi-directional bicycle facility and the esplanade, a bi-directional pedestrian walkway, are adjacent to the west edge of the Eleventh Avenue southbound travel lanes, separated by a landscaped median. The sidewalk adjacent to the proposed restaurant/lounge is between 20.5 and 21.8 feet wide. An entrance to the NBC Building is provided on this block.

### **Trip Generation**

The proposed project would include a 198-person, 8,200 SF restaurant and a 71-person capacity lounge. To determine the number of vehicular trips that would be generated by peak occupancy of the site, SSE researched modal splits, arrival rates, and vehicle occupancies that have been approved by New York City agencies in the past. The modal splits were based on surveys conducted at Pier 60 (Chelsea Piers) for the Pier 57 Redevelopment Project (AKRF Memorandum, March 18, 2009). This is an appropriate source because Chelsea Piers is similarly located along Eleventh Avenue and therefore has relatively easy vehicular access and is far from mass transit options. The “restaurant” and “events” land uses were selected as conservative sources for the restaurant and lounge space, respectively.

Three peak hours were considered:

- Weekday PM – when the restaurant and lounge would be open during the weekday PM commute hour.
- Saturday Midday – when the restaurant would be open for brunch and the lounge would be closed.
- Late Night – representing the late night hour on a Friday or Saturday night when the restaurant would be closing but the lounge would remain open.

Applying the trip generation characteristics to the restaurant and lounge, the greatest number of trips would be generated during the Weekday PM peak hour. During this peak hour, a total of 108 person-trips would be generated, which would equate to 13 private vehicle trips, 32

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<sup>1</sup> FLEO = Federal Law Enforcement Officers

taxi/FHV trips, 9 subway trips, 10 bus trips, and 22 pedestrian trips. The trip generation assumptions and calculations are summarized in Tables 1 and 2, respectively.

Table 1  
 Trip Generation Assumptions

		Restaurant	Event	
Project Component	Size Unit	8,200 gsf	30 people	
Person Trip Generation Rate	Weekday	130	2.00	
	Saturday	130	2.00	
		per 1,000 gsf	per person	

Modal Split		Weekday	Saturday	Weekday	Saturday
		Auto	25.0%	25.0%	31.0%
Taxi	30.0%	30.0%	54.0%	54.0%	
Subway	10.0%	10.0%	3.0%	3.0%	
Bus	10.0%	10.0%	6.0%	6.0%	
Walk/Other	25.0%	25.0%	6.0%	6.0%	
		100.0%	100.0%	100.0%	100.0%

Vehicle Occupancy		Weekday	Saturday	Weekday	Saturday
Auto		2.20	2.20	2.00	2.00
Taxi		2.30	2.30	1.80	1.80

Temporal Distribution	Weekday PM	7.9%		36.6%	
	Saturday Midday	6.6%		0.0%	
	Late Evening	4.0%		50.0%	

Directional Distribution		IN	OUT	IN	OUT
	Weekday PM	70.0%	30.0%	100.0%	0.0%
	Saturday Midday	53.0%	47.0%	0.0%	0.0%
Late Evening	0.0%	100.0%	50.0%	50.0%	

Table 2  
 Peak Hour Trip Generation Forecasts

Person Trips		Restaurant	Event
Daily Trips	Weekday	1,064	60
	Saturday	1,064	60
Peak Hour Trips	Weekday PM	84	22
	Saturday Midday	70	0
	Late Evening	42	30

		IN	OUT	IN	OUT	TOTAL
PM	Auto	15	6	7	0	28
	Taxi	18	8	12	0	37
	Subway	6	3	1	0	9
	Bus	6	3	1	0	10
	Walk/Other	15	6	1	0	22
	<b>Total</b>		<b>60</b>	<b>26</b>	<b>22</b>	<b>0</b>
Sat MD	Auto	9	8	0	0	18
	Taxi	11	10	0	0	21
	Subway	4	3	0	0	7
	Bus	4	3	0	0	7
	Walk/Other	9	8	0	0	18
	<b>Total</b>		<b>37</b>	<b>32</b>	<b>0</b>	<b>0</b>
Late EVE	Auto	0	11	5	5	20
	Taxi	0	13	8	8	29
	Subway	0	4	0	0	5
	Bus	0	4	1	1	6
	Walk/Other	0	11	1	1	12
	<b>Total</b>		<b>0</b>	<b>43</b>	<b>15</b>	<b>15</b>

Vehicle Trips		IN	OUT	IN	OUT	TOTAL
PM	Auto	7	3	3	0	13
	Taxi	8	3	7	0	18
	Taxi (Balanced) <sup>1</sup>	9	9	7	7	32
	<b>Total</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>45</b>
Sat MD	Auto	4	4	0	0	8
	Taxi	5	4	0	0	9
	Taxi (Balanced) <sup>1</sup>	7	7	0	0	14
	<b>Total</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>
Late EVE	Auto	0	5	2	2	9
	Taxi	0	5	5	5	14
	Taxi (Balanced) <sup>1</sup>	5	5	7	7	24
	<b>Total</b>	<b>5</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>33</b>

**Traffic Volumes**

Traffic volumes were collected on West 15<sup>th</sup> and 16<sup>th</sup> streets using automatic traffic recorders (ATRs). Data on West 15<sup>th</sup> Street was collected between Ninth and Tenth Avenues between Friday, October 22, 2010 and Tuesday, November 2, 2010. These volumes were increased using growth rates specified in the 2012 City Environmental Quality Review (CEQR) Technical Manual to adjust to 2012 volumes. These volumes were also compared to turning movement counts at Eleventh Avenue/West 15<sup>th</sup> Street and Tenth Avenue/West 15<sup>th</sup> Street to adjust for any discrepancies between traffic volumes between Ninth and Tenth avenues and between Tenth and Eleventh avenues.

**Table 3** summarizes the results of the ATR counts for West 15<sup>th</sup> Street. The peak hourly volume during the week is 536 vehicles, counted on Sunday at 3 AM. During the proposed facility's anticipated peak hours, the westbound traffic volumes on West 15<sup>th</sup> Street between Tenth and Eleventh avenues range between 272 and 454 vehicles per hour (vph).

A typical cross street such as West 15<sup>th</sup> Street with two lanes of moving traffic typically accommodates 500-700 vehicles per lane per hour passing a given point. *Therefore, existing volumes are well below the generally accepted traffic standard for carrying capacity of 1,000 to 1,400 vph for the two lanes of moving traffic on this street, and significant reserve capacity is available.*

Table 3  
 West 15<sup>th</sup> Street between Tenth and Eleventh Avenues: Hourly Volumes

	Weekday	Friday	Saturday	Sunday
12:00 AM	204	287	325	435
1:00 AM	117	177	274	384
2:00 AM	83	128	318	411
3:00 AM	139	267	443	536
4:00 AM	118	150	328	421
5:00 AM	118	119	96	120
6:00 AM	177	181	98	61
7:00 AM	279	316	150	81
8:00 AM	420	405	187	107
9:00 AM	423	418	242	146
10:00 AM	404	387	272	190
11:00 AM	365	315	317	203
12:00 PM	379	379	362	223
1:00 PM	353	321	336	266
2:00 PM	371	317	353	272
3:00 PM	374	398	369	307
4:00 PM	371	324	341	281
5:00 PM	368	408	342	293
6:00 PM	454	334	362	257
7:00 PM	416	360	365	251
8:00 PM	405	418	391	289
9:00 PM	333	394	469	247
10:00 PM	275	361	439	220
11:00 PM	286	334	426	183

Data on West 16<sup>th</sup> Street was collected between Tenth and Eleventh avenues between Friday, June 22, 2012 and Thursday, June 28, 2012. No adjustments were made to these volumes.

**Table 4** summarizes the results of the ATR counts for West 16<sup>th</sup> Street. The peak hourly volume during the week is 253 vehicles, counted on Sunday at 10 PM. During the proposed facility's anticipated peak hours, the eastbound traffic volumes on West 16<sup>th</sup> Street between Tenth and Eleventh avenues range between 161 and 247 vph.

A typical cross street such as West 16<sup>th</sup> Street with one lane of moving traffic typically accommodates 500-700 vehicles per lane per hour passing a given point. *Therefore, existing volumes are well below the generally accepted traffic standard for carrying capacity of 500 to 700 vph for one lane of moving traffic on this street, and significant reserve capacity is available.*

Table 4

West 16<sup>th</sup> Street between Tenth and Eleventh Avenues: Hourly Volumes

	Weekday	Friday	Saturday	Sunday
12:00 AM	61	-	99	178
1:00 AM	39	-	86	100
2:00 AM	21	-	57	69
3:00 AM	21	-	42	57
4:00 AM	27	-	41	36
5:00 AM	32	-	24	28
6:00 AM	86	-	44	30
7:00 AM	138	-	62	35
8:00 AM	209	-	85	61
9:00 AM	247	-	121	103
10:00 AM	204	-	142	136
11:00 AM	189	48	141	129
12:00 PM	178	166	130	109
1:00 PM	143	177	142	111
2:00 PM	145	178	117	158
3:00 PM	160	196	161	129
4:00 PM	159	165	133	109
5:00 PM	220	114	168	99
6:00 PM	247	179	196	131
7:00 PM	189	169	194	156
8:00 PM	125	132	199	149
9:00 PM	128	125	170	51
10:00 PM	96	112	198	253
11:00 PM	88	133	242	93

In general, private autos would likely park in off-street parking spaces, and would therefore be distributed throughout the project area, while taxis/FHVs would drop patrons off on West 15<sup>th</sup> Street at the front door of the restaurant. If it is conservatively assumed that all project-generated vehicles arriving to/departing from the site would use West 15<sup>th</sup> Street (private autos and taxis/FHVs), and that these vehicles would arrive during the existing peak hour (6 PM to 7 PM on a weekday night), the project generated vehicle trips would result in an increase of traffic on West 15<sup>th</sup> Street from 454 vph to 499 vph. Likewise, if it is conservatively assumed that all vehicles arriving to/departing from the site would use West 16<sup>th</sup> Street (private autos and taxis/FHVs), and that these vehicles would arrive during the existing peak hour (6 PM to 7 PM on a weekday night), project-generated vehicle trips would result in an increase of traffic on West 16<sup>th</sup> Street from 247 vph to 292 vph.

With these very conservative assumptions, there would be at most:

- 499 vph on West 15<sup>th</sup> Street, with a roadway capacity of 1,000 to 1,400 vph, or
- 292 vph on West 16<sup>th</sup> Street, with a roadway capacity of 500 to 700 vph.

Therefore, there would be no traffic impacts as a result of the proposed project on either street.

### **Transit**

One bus line and four subway lines provide transit access to the project site. The M14D bus line operates between the Lower East Side and Chelsea, with a bus stop on Eleventh Avenue mid-block between West 15<sup>th</sup> and 16<sup>th</sup> streets, adjacent to the site. The A, C, E and L subway lines operate within 0.40 miles of the project site, with a stop on Eighth Avenue and West 14<sup>th</sup> Street with subway access from West 14<sup>th</sup>, 15<sup>th</sup>, and 16<sup>th</sup> streets. The site is less than a 10-minute walk from this subway station.

During the weekday PM, or busiest peak hour for the site, the proposed project is expected to generate 9 subway and 10 bus trips, or a total of 19 peak hour transit riders. Based on criteria specified in the *2012 CEQR Technical Manual* and thresholds used by MTA agencies, projects that result in fewer than 200 peak hour subway/rail or bus transit riders are unlikely to create a significant transit impact. The number of transit riders generated by the proposed project is well below the threshold; therefore there would be no transit impacts as a result of the proposed project.

### **Off-Street and On-Street Parking Availability**

The trip generation estimates show that the proposed project would generate at most 13 vehicle trips, assuming an average vehicle occupancy of 2.2 patrons per vehicle. This represents the peak parking demand for the site. To determine if there would be parking spaces available to accommodate these vehicles, SSE reviewed the locations of off-street parking facilities near the project site, assuming that on-street parking would not be available.

There are seven off-street parking facilities within a ¼ mile) of the site that are open 24-hours. The facilities include:

- Park 15 West LLC on West 15<sup>th</sup> Street between Ninth Avenue and Tenth Avenue
- Icon Parking Systems on West 15<sup>th</sup> Street east of Ninth Avenue
- MP 17 LLC on West 16<sup>th</sup> Street between Ninth Avenue and Tenth Avenue
- Edison Parking on Tenth Avenue between West 17<sup>th</sup> Street and West 18<sup>th</sup> Street
- Edison Parking on Tenth Avenue between West 19<sup>th</sup> Street and West 20<sup>th</sup> Street
- GGMC Parking on Tenth Avenue between West 20<sup>th</sup> Street and West 21<sup>st</sup> Street
- Edison Parking on West 22<sup>nd</sup> Street west of Tenth Avenue

These parking facilities have a combined capacity of nearly 1,800 parking spaces.

The off-street parking facilities should be sufficient to accommodate the anticipated peak private vehicle parking demand of 13 vehicles.

#### **Taxi and For-Hire Vehicle Drop-off/Pick-up Activity**

It is expected that most taxi/FHV generated by the project would pick-up/drop-off on West 15<sup>th</sup> Street where the main entrance would be located. West 15<sup>th</sup> Street is 42 feet wide and has two travel lanes and two parking lanes. Parking is prohibited adjacent to the project site on West 15<sup>th</sup> Street where two loadings docks are located. This area could be used by taxis for pick-up/drop-off and would not impact traffic flow on West 15<sup>th</sup> Street.

Taxi/FHV trips from the north on Eleventh Street are expected to turn left onto West 16<sup>th</sup> Street and pick-up/drop-off on West 16<sup>th</sup> Street rather than circulating around the block. West 16<sup>th</sup> Street is 30 feet wide and has one travel lane and parking lanes on both sides of the street. Since on-street parking regulations prohibit parking between 7 AM and 7 PM, Monday through Saturday, taxis/FHVs would use the parking lanes to pick-up/drop-off without impacting traffic flow. During hours where on-street parking is permitted, taxis/FHVs would have to pull-over adjacent to the parking lane to pick-up/drop-off. Given the low traffic volumes on West 16<sup>th</sup> Street during the Friday/Saturday late night peak hour, there will be limited impacts to through traffic due to taxis/FHVs.

There is no parking lane provided on Eleventh Avenue; therefore taxis/FHVs should be discouraged from picking-up/dropping-off passengers on this roadway.

#### **Pedestrian Circulation**

During the Weekday PM peak hour, the proposed project is expected to generate 108 person-trips, all of which would be considered pedestrians as they access the project site. Based on criteria specified in the *2012 CEQR Technical Manual*, projects that result in fewer than 200 peak hour pedestrian trips are unlikely to create a significant pedestrian impact. The number of pedestrians generated by the proposed project is well below the threshold; therefore there would be no pedestrian impacts as a result of the proposed project.

Additionally, SSE staff conducted a field visit to review the pedestrian facilities on West 15<sup>th</sup> Street, West 16<sup>th</sup> Street, and Eleventh Avenue near the project site.

Sidewalks adjacent to the project area are in good condition and are at least 15-foot wide and are generally free of obstructions. In locations where there are obstructions, such as fire hydrants, phone booths, and fire call-boxes, the narrowest sidewalks are 10-foot wide. Wheelchair-accessible curb-ramps are installed at the corners. At the corner of Eleventh Avenue and West 15<sup>th</sup> Street there are crosswalks across Eleventh Avenue and West 15<sup>th</sup> Street. Both crosswalks have lateral striping, designating them as "high visibility" crosswalks. Similarly, at the corner of Eleventh Avenue and West 16<sup>th</sup> Street, there are crosswalks across both streets. The crosswalk across Eleventh Avenue is a "high visibility" crosswalk, whereas

the crosswalk across West 16<sup>th</sup> Street is a typical crosswalk. Additionally, there is a center median along Eleventh Avenue to provide a refuge for pedestrians crossing this wide street.

Pedestrian volumes in this area are generally quite low, with less than 100 pedestrians using crossing any of the streets during the Weekday PM peak hour. The exception is along the waterfront esplanade, where there are high pedestrian volumes.

### **Conclusion**

SSE reviewed the potential traffic, transit, parking, taxi, and pedestrian impacts of the proposed venue on Eleventh Avenue between West 15<sup>th</sup> and 16<sup>th</sup> streets on the immediate neighborhood. Based on our analyses, the traffic volumes, parking demand, and pick-up/drop-off circulation generated by the proposed venue could be easily accommodated by the surrounding roadway network and available parking spaces. Therefore, no traffic or parking impacts are expected.





ALL SEASON PROTECTION  
204 West 84th Street  
New York, NY 10024  
212.877.6707 phone  
212.877.6717 fax  
www.allseasonprotection.com

Security Plan for proposed eating/drinking establishment (Bar Toro Restaurant NY,LLC) to be located at 85 Tenth Avenue New York, New York 10016

Prior to opening, All Season Protection will hold extensive walkthroughs of the proposed bi-level space. In attendance at these walkthroughs will be retired members of the Mayor's taskforce, i.e. Department of Health, Department of Building, Consumer Affairs, FDNY and NYPD, all of whom are hired by All Season Protection as paid consultants. They will point out all areas of concern, if any. We take this extra measure to ensure that, by opening, all legal protocol is strictly adhered to. We will also have a New York State licensed security guard, with a certificate of fitness in CPR stationed in the Porron Room lounge, each night of operation. A security guard will also be stationed at our recommendation with owner/management approval anywhere else necessary. Some of his or her duties will be the following:

- Keep anyone outside of the 16<sup>th</sup> St entrance closer to 11<sup>th</sup> Ave while smoking/congregating outside of the Porron Room lounge.
- Maintaining order inside of the Porron Room lounge on Thursday-Saturday or as needed
- Keep exterior noise to a minimum
- Keep traffic moving (no idling cars, prevention of formation of taxi lines along 16<sup>th</sup> Street).

As is our policy, our security guards will inform local authorities immediately if we are witness to any illegal activities within the vicinity of the proposed location. All Season Protection currently supplies security services to over one hundred eating/drinking establishments in New York City. We are confident that, based on our vast experience in the hospitality industry, any concerns brought forth by the local community board will be addressed immediately.

We thank you for your time and consideration,

All Season Protection

# ACOUSTILOG INC.

19 Mercer Street, NY, NY 10013 (212) 925-1365 Fax: (212) 966-4216 www.acoustilog.com

June 28, 2012

Mr. Doug Jacob  
Bar Toro Restaurant NY, LLC d/b/a Bar Toro  
85 10th Avenue  
New York, NY

Re: Noise Analysis for New Restaurant

Dear Mr. Jacob,

Pursuant to your request, I have studied the noise issues at the above premises.

You are building a new restaurant on the side of the building that faces the West Side Highway. The doors will open out to the West Side Highway, and also onto 15<sup>th</sup> and 16<sup>th</sup> Streets within 20 feet of the corner of the West Side Highway.

## SUMMARY

This is a noisy area and the new restaurant should not cause any noise disturbance to the neighbors. The nearest residential properties are out of range of any potential sound leakage. Noise levels will be in compliance with Noise Code requirements. Soundproofing recommendations are enclosed.

## TEST

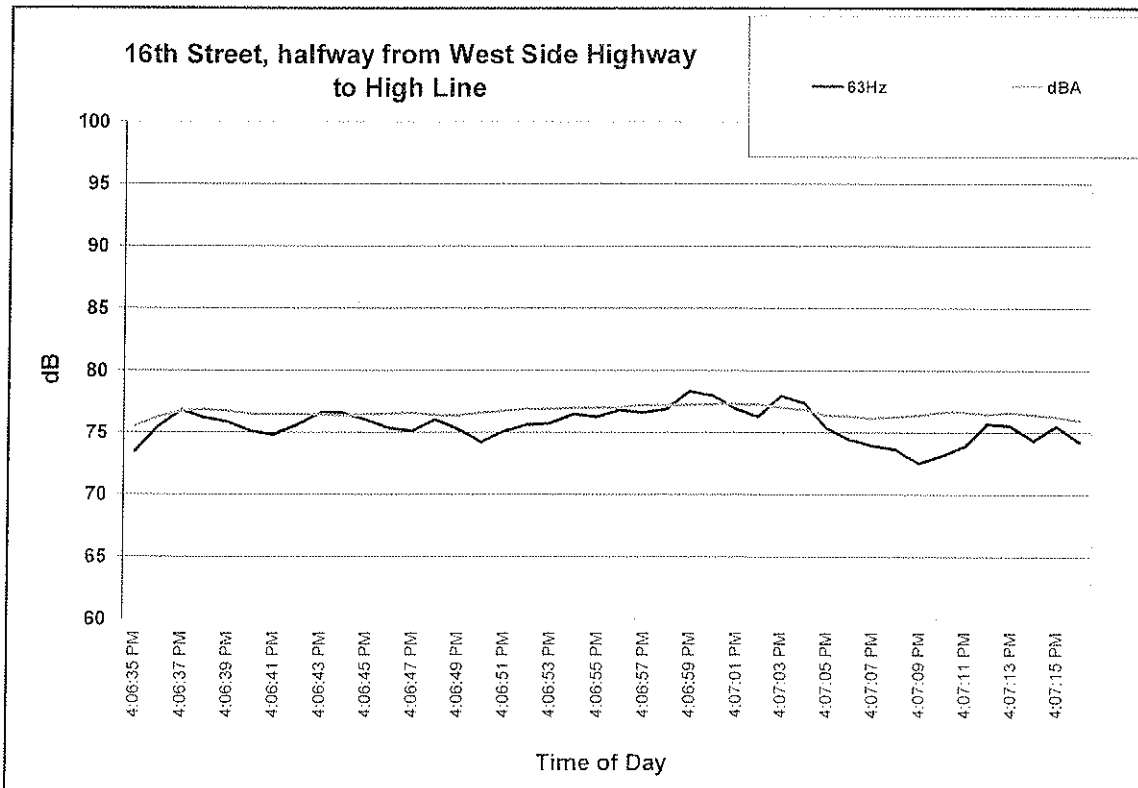
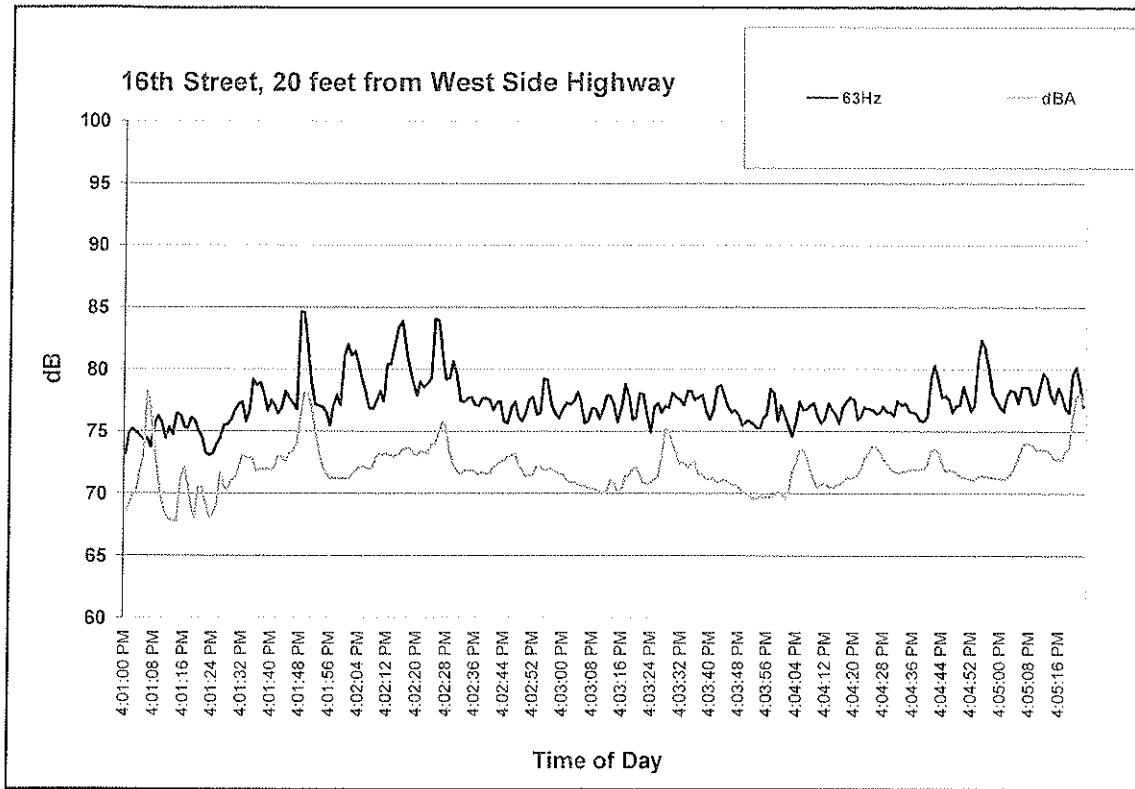
I measured the noise in and around the restaurant today and compared the results with readings of nighttime noise on the High Line and surrounding streets.

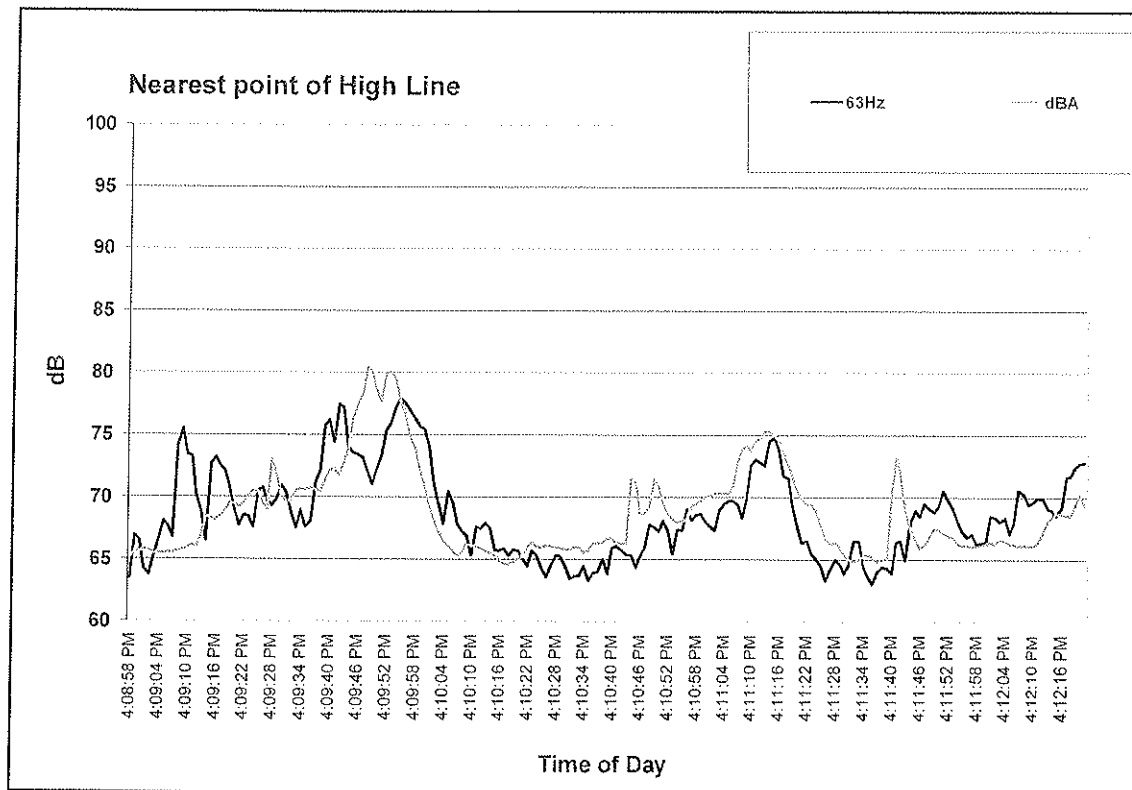
## DBA VS OCTAVE BAND SOUND LEVEL READINGS

The dBA levels reported in the charts below are the most relevant for the middle-frequency range and speech. The dB (A) decibel scale is the most common type of sound measurement, which represents an overall measurement of all frequencies, but with a strong tendency to ignore the low frequency sounds. A-weighted decibels require only a simple sound level meter to measure them. dBA is what the City DEP (Department of Environmental Protection) inspectors measure and they normally consider anything above 42 dBA to be unreasonable.

One-third octave band sound levels were also considered for music levels inside the space (there will be no outdoor speakers), which will be addressed in the recommendations.

The sound levels are shown in the charts below. These are all measurements of ambient and traffic noise, not music noise.





### ANALYSIS - AMBIENT SOUND LEVELS

I have analyzed the sound from the restaurant that will travel to the nearest residential buildings. This sound level will be far lower than that of the background noise from traffic.

The traffic noise follows a cyclical pattern due to the traffic lights on the West Side Highway, which is adjacent to the restaurant. On the West Side Highway side of the building, the sound level is always greater than 62 dBA and always greater than 67 dB at 63 hertz. 63 hertz is a low bass frequency which is often the loudest sound emanating from businesses which play music. This frequency is also the first and lowest 1/3 octave band listed in the Commercial Music section of the Noise Code.

The minimum level at the eastern end of the building, farthest from the West Side Highway, is always greater than 62 dBA, and 59 dB at 63 Hertz; almost the same readings as near the highway.

A summary of the sound level drop-off as sound from the West Side Highway travels east down 16<sup>th</sup> Street is shown below. These are nighttime levels which I measured at 1 AM. The sound is typically 4 decibels higher during the day. The lower nighttime level is due to a reduction in traffic on the West Side Highway. This is partially offset by the higher average speeds on the highway at night. Midrange sound is the "dBA" level, bass is the 63 Hertz low-frequency sound level.

	Minimum Midrange	Minimum Bass
16th St. - 20 feet from West Side Highway	63	69
16th St. - midpoint from West Side Highway to High Line	72	69
Nearest point of High Line	62	59

This shows that the sound level of the low frequency noise appears to drop 10 decibels in traveling down the block. Midrange noise appears to drop only 1 decibel. What is actually occurring is that the local street noise in this area of the High Line remains relatively high at night, in addition to the highway noise in both the midrange and the bass.

### ANALYSIS - RESTAURANT SOUND LEVELS

I tested the sound transmission from the restaurant's north location through the windows facing north on 16<sup>th</sup> Street. To simulate the sound levels of the loudest intended music inside, sound was played at a level of 105 decibels, C-weighted, slow response. Sound leakage through the windows was totally inaudible, because the ambient sound level was a minimum of 69 decibels at 63 Hertz, as noted above. These sound levels were measured at a distance of 3 feet. Thus, standing right outside of the restaurant window, with very loud music inside, there was no sound audible. This is partially due to the noise from highway traffic and other HVAC equipment from nearby buildings, and partially due to the fact that the window has insulated glass and is non-operable (it does not open). See the picture from Google Maps below showing the large amount of rooftop air conditioning equipment in the area which creates continuous masking noise.

If sound is not audible immediately outside the restaurant, it will also not be audible 400 feet away, which is the nearest location on the High Line, nor will it be audible in any residential building in the vicinity.

If there were to be 75 people standing outdoors, the voice sounds would measure 75 dBA. This midrange sound level would drop by more than 25 dBA going down the block, even more than the bass sound, resulting in a sound level of under 50 dBA. The ambient sound level of the local streets in the vicinity of the High Line measures at least 62 dBA at that location. Thus, even 75 people talking actively outside the restaurant would not be heard at the High Line, or at any of the residential buildings in the vicinity.

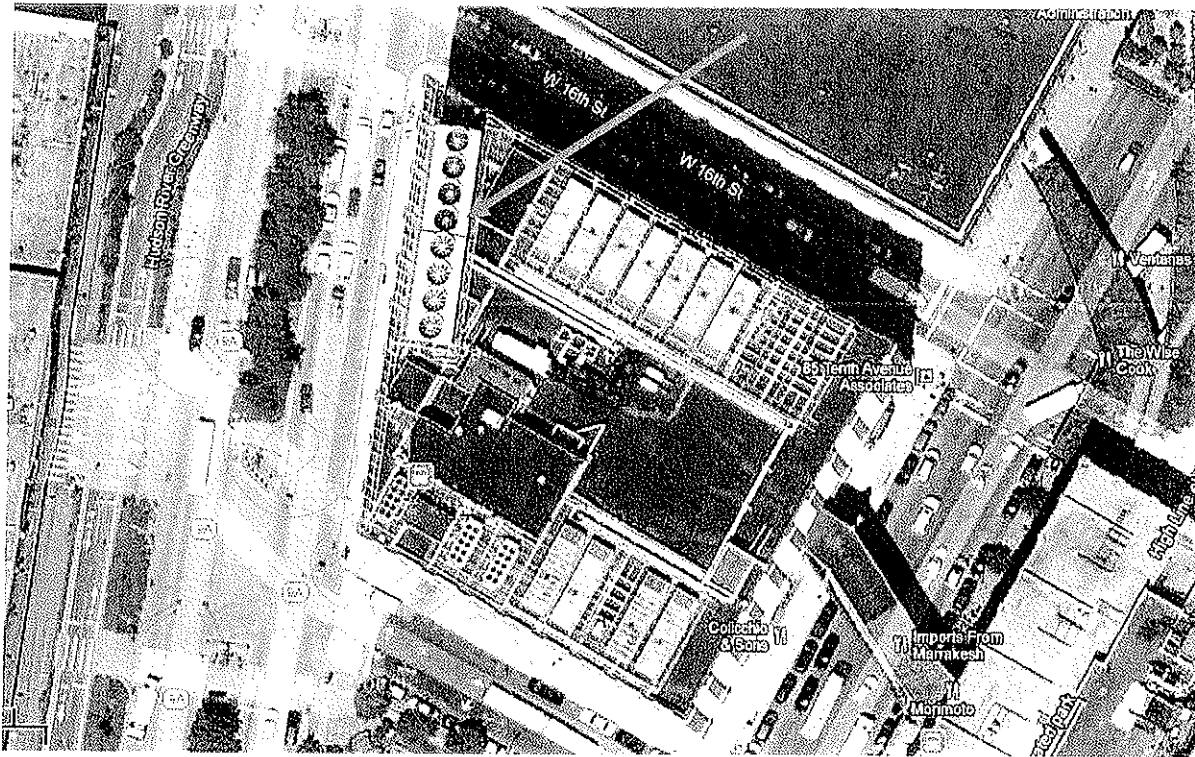
Inside any of the residential buildings (such as the Caledonia which overlooks the High Line) this sound will be reduced by an additional 15 dBA (approximately) due to distance, and by another 8 dBA if it were to be measured inside an open window. These factors will result in a sound level of 27 dBA inside the residential apartments due to voices ( $50 \text{ dBA} - 15 \text{ dBA} - 8 \text{ dBA} = 27 \text{ dBA}$ ), as compared with 54 dBA from ambient noise ( $62 \text{ dBA} - 8 \text{ dBA} = 54 \text{ dBA}$ ), and no audible sound due to music.

The reason the extra 15 dBA is not subtracted from the ambient noise is because unlike noise coming down 16<sup>th</sup> Street and emerging from the block as a point source, the ambient noise of 62 dBA at the High Line comes from all around and is just as high outside the Caledonia as it is on the High Line.

This 27 dBA difference means that the ambient noise will be 6.5 times louder than the voice noise subjectively. This will not cause a disturbance for the neighbors even with the windows open.

Sound from music will also be inaudible in the closest corner of the 14th Street Park, as tested on the 15<sup>th</sup> Street side.

Note the large amount of rooftop air conditioning equipment in the area which creates continuous masking noise.



The following Noise Code provisions were considered:

#### THE NOISE CODE - UNREASONABLE NOISE

*§24-203 General definitions. When used in the New York city noise control code the following terms shall have the following meanings:*

*(62) Unreasonable noise means any excessive or unusually loud sound that disturbs the peace, comfort or repose of a reasonable person of normal sensitivities, injures or endangers the health or safety of a reasonable person of normal sensitivities or which causes injury to plant or animal life, or damage to property or business.*

*§24-218 General prohibitions. (a) No person shall make, continue or cause or permit to be made or continued any unreasonable noise.*

*(b) Unreasonable noise shall include but shall not be limited to sound, attributable to any device, that exceeds the following prohibited noise levels:*

*(1) Sound, other than impulsive sound, attributable to the source, measured at a level of 7 dB(A) or more above the ambient sound level at or after 10:00 p.m. and before 7:00 a.m., as measured at any point within a receiving property or as measured at a distance of 15 feet or more from the source on a public right-of-way.*

*(2) Sound, other than impulsive sound, attributable to the source, measured at a level of 10 dB(A) or more above the ambient sound level at or after 7:00 a.m. and before 10:00 p.m., as measured at any point within a receiving property or as measured at a distance of 15 feet or more from the source on a public right-of-way.*

*(3) Impulsive sound, attributable to the source, measured at a level of 15 dB(A) or more above the ambient sound level, as measured at any point within a receiving property or as measured at a distance of 15 feet or more from the source on a public right-of-way. Impulsive sound levels shall be measured in the A-weighting network*

*with the sound level meter set to fast response. The ambient sound level shall be taken in the A-weighting network with the sound level meter set to slow response.*

*(c) Notwithstanding the provisions of subdivision b of this section, where a particular sound source or device is subject to decibel level limits and requirements specifically prescribed for such source or device elsewhere in this code, the decibel level limits set forth in this section shall not apply to such sound source or device.*

*(d) The decibel level limits set forth in this section shall not apply to sound attributable to construction devices and activities.*

## RECOMMENDATIONS

The following recommendations should be taken.

1. There will be no music or loudspeakers outdoors.
2. Please discuss with me the locations of the speakers with respect to the doorways.
3. Sound absorption material can be placed on upper sections of the restaurant walls and on the ceiling and ceiling as shown in the photos below. This will reduce traffic noise and reflections in the restaurant that could make talking more difficult for your customers, but will not affect the already inaudible sound for the neighbors. Information on various types of sound-absorbing material is attached. Keep in mind that a thin cloth which is acoustically transparent can be used to hide any acoustic materials.
4. The indoor sound system will include a limiter, DBX model 166xl or equivalent, which is a deterrent to volume-abusing employees. Installed in the system right before the amplifier and locked with security covers, it will prevent the sound system from exceeding a pre-determined sound level, set by the sound installer. If the sound system is turned up too high, the limiter will activate and guarantee that the actual sound never exceeds the desired maximum. This unit should be set in conjunction with tests made of noise levels outside the building.
  - a. Set the limiter's stereo COUPLE switch to on, which makes the Channel 1 control knobs affect both channels. The rest of the instructions are thus for the left channel only.
  - b. Set the limiter's Ratio control to infinity, the Peak Stop to off, the Attack and Release time to 12 o'clock and Auto, Over-Easy to off, and the Threshold control so as to normally light no more than 3 lights during typical music playing. The Bypass buttons should not be pressed. If the music tries to get louder for any reason, more lights illuminate and the sound stays at the same volume.
  - c. These limiters are stereo. The system should be set up in stereo. Stereo sounds louder to the customers without actually increasing the sound that leaves the space.
  - d. The amplifiers must be set to maximum before setting the limiters.

If I can be of further assistance, please call.

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Yours Truly,



Alan Fierstein  
President

[af1@acoustilog.com](mailto:af1@acoustilog.com)

All readings re: .0002 microbar. Readings taken with Bruel & Kjaer 2260/2270 Analyzer, Bruel & Kjaer 4135, 4145, 4165 or 4189 Microphone, Acoustilog 232A Reverberation Timer. Calibrated to Bruel & Kjaer 4220 Sound Source or Quest CA-15.

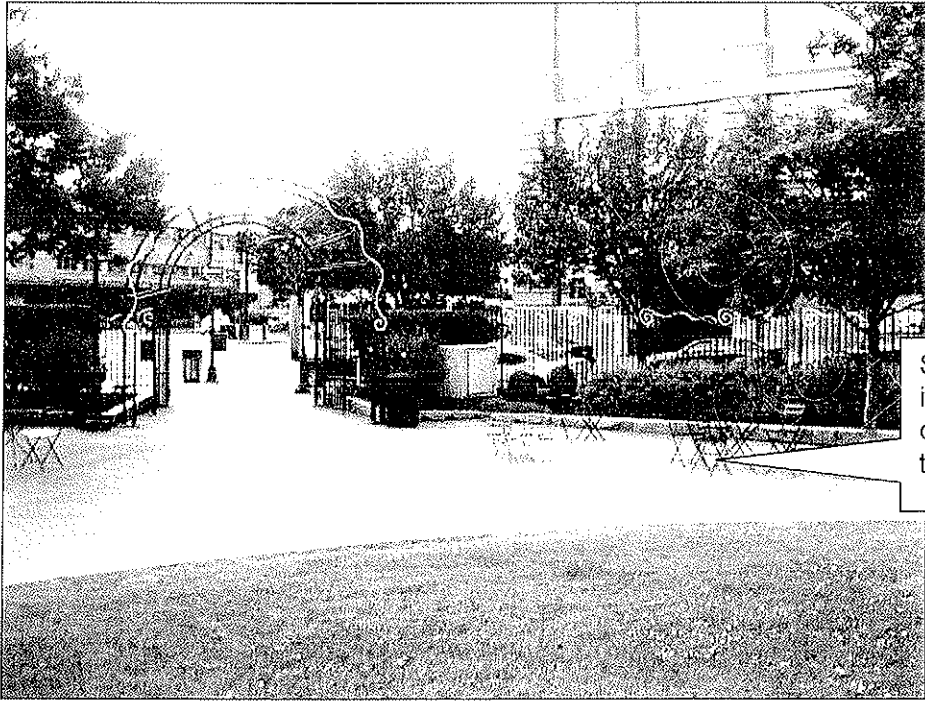


The restaurant location at the corner of the West Side Highway and 16<sup>th</sup> Street





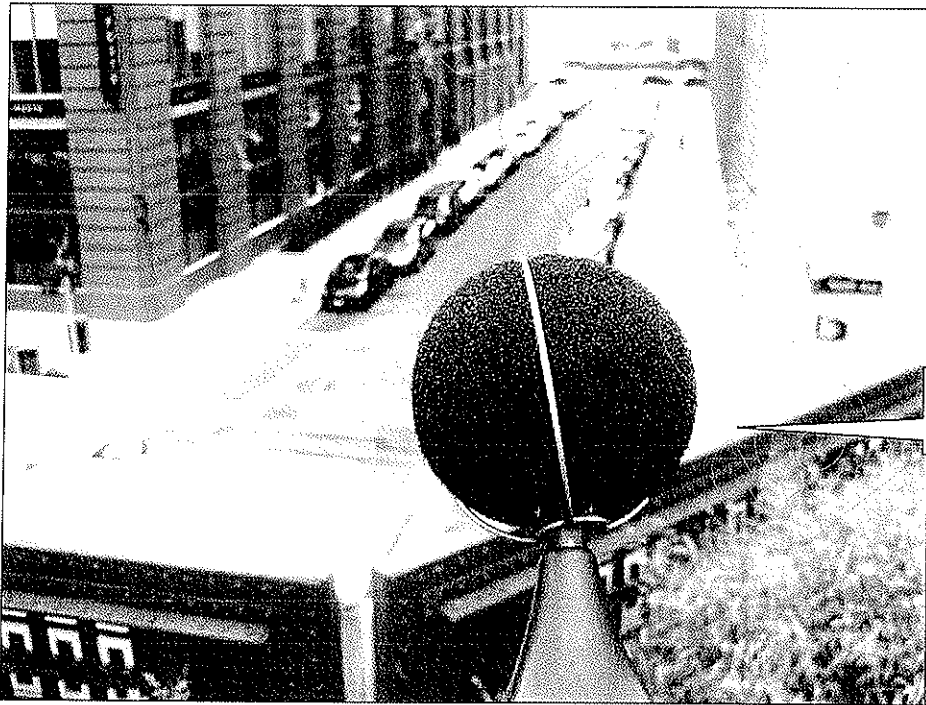
The restaurant, fronting onto the West Side Highway



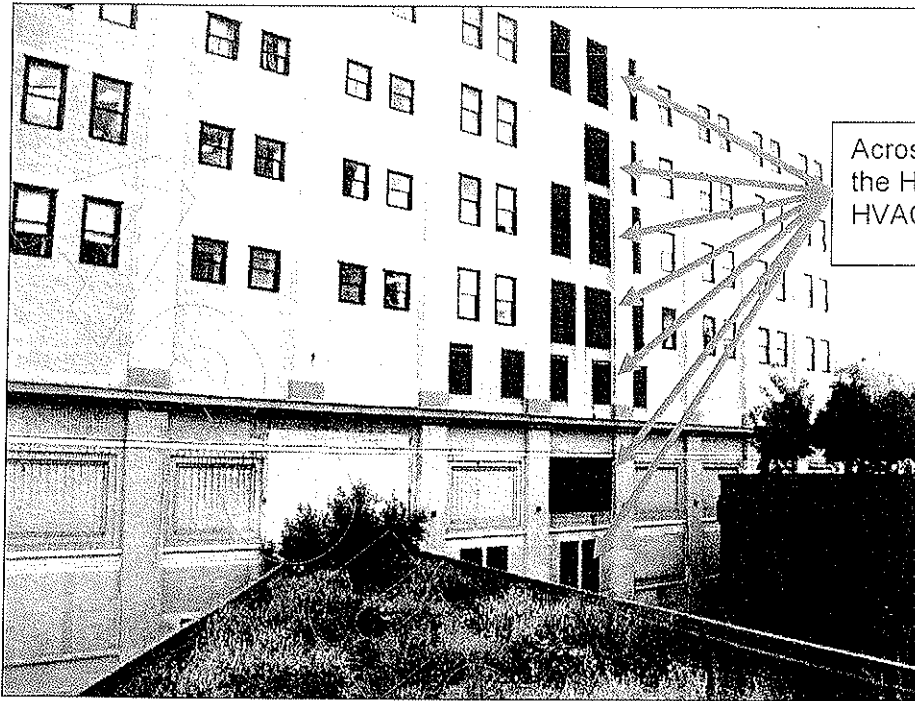
Sound from music will be inaudible in the closest corner of the 14th Street Park, as tested on the 15<sup>th</sup> Street side.



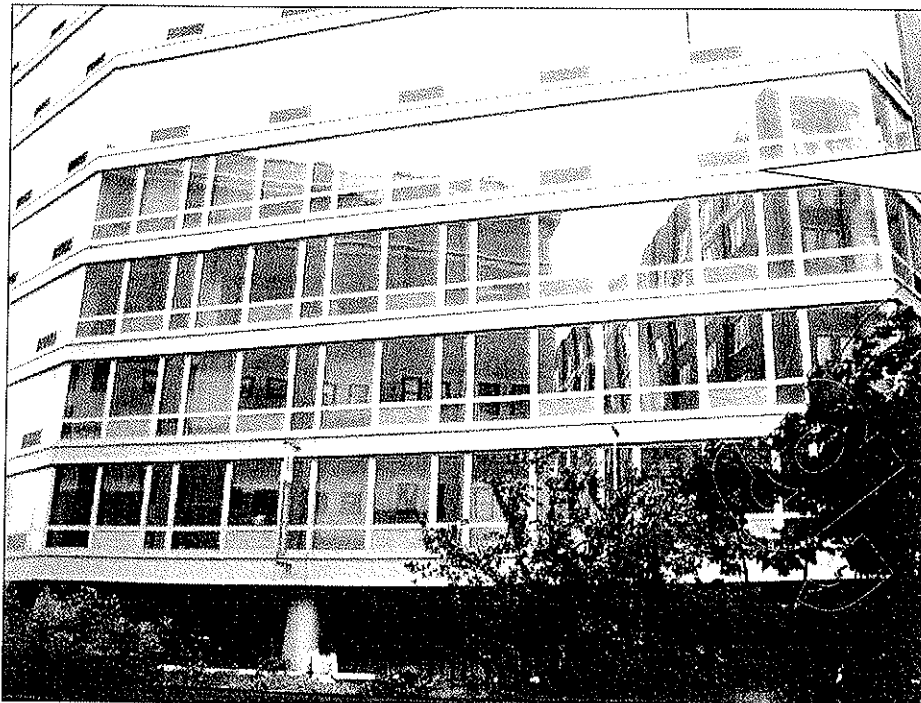
Note the building HVAC grills on 16<sup>th</sup> Street



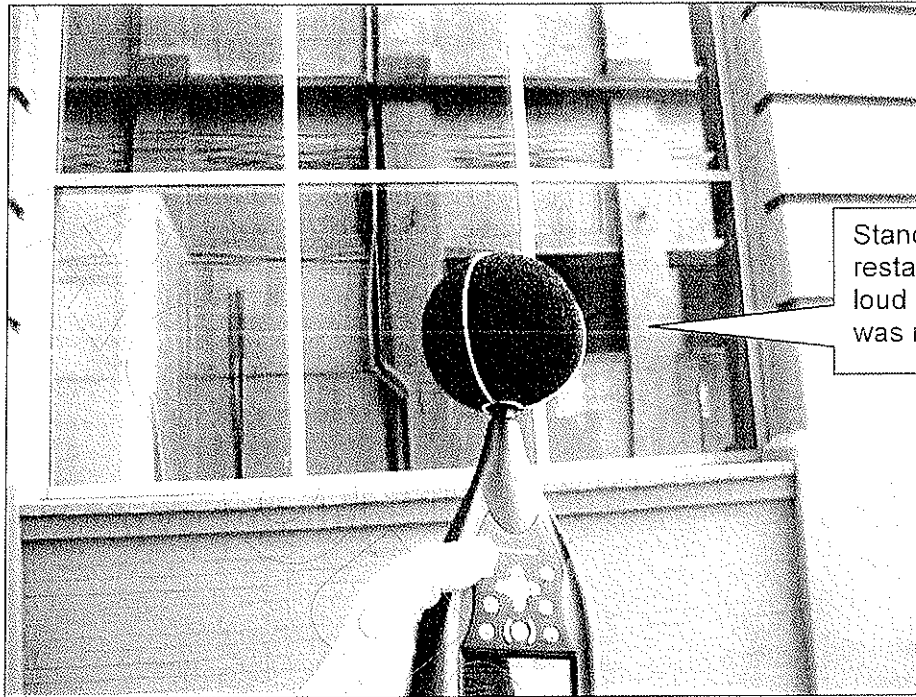
Nearest point of the High Line



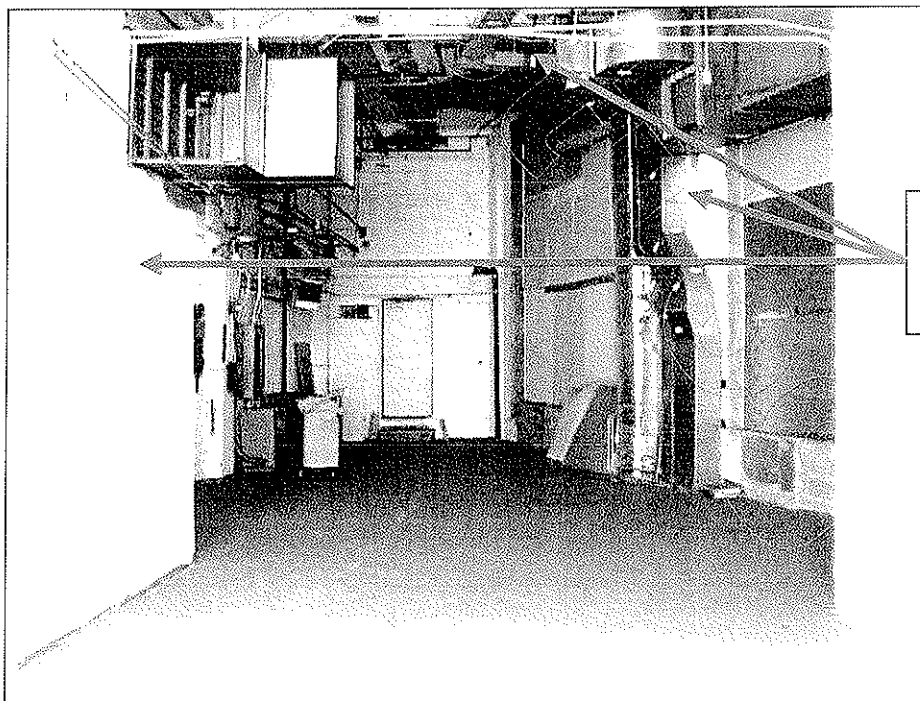
Across from the nearest point of the High Line, another building's HVAC grills.



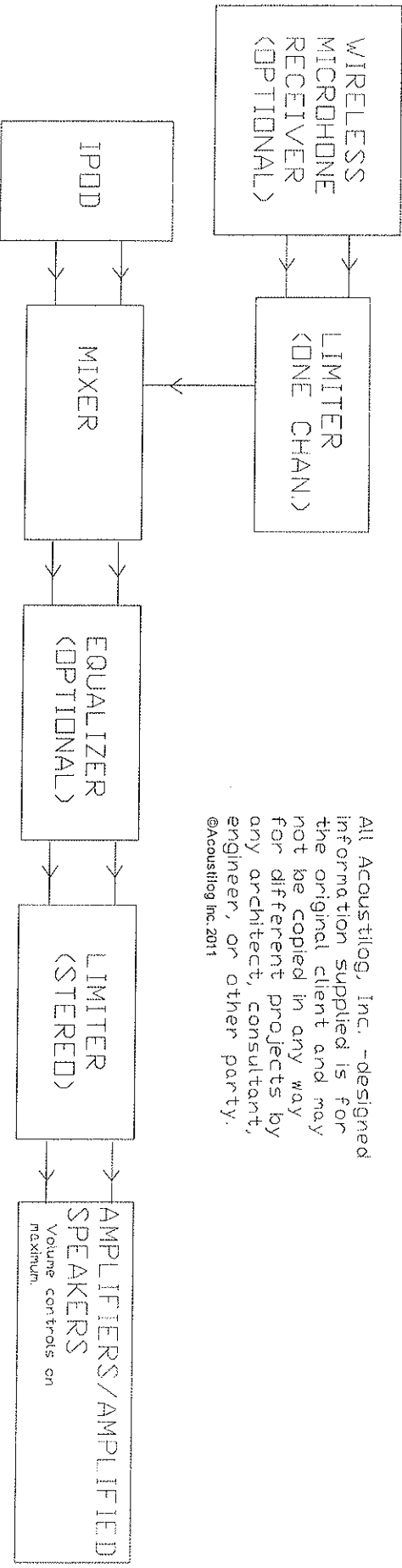
Inside any of the residential buildings, such as the Caledonia which overlooks the High Line, the restaurant and patron sound will be inaudible.



Standing right outside of the restaurant window, with very loud music playing inside, there was no music sound audible.



Sound absorption material can be placed on upper sections of the restaurant walls and ceiling.



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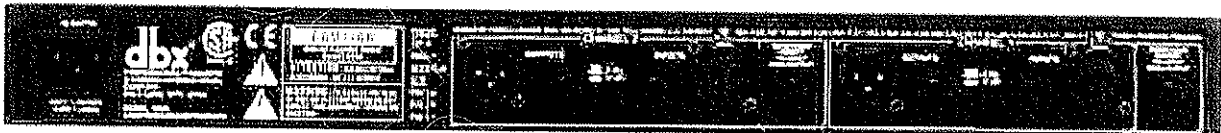
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Foru

## 166XL Compressor/Limiter/Gate



View the product page

## Features

- Goof proof operation to smooth uneven levels, add sustain to guitars, fatten drums or tighten up mixes
- New gate timing algorithms ensure the smoothest release characteristics
- Program-adaptive expander/gates
- Great sounding dynamics control for any type of program material
- Separate precision LED displays for gain reduction, compression threshold and gate threshold allow quick, accurate setup
- Stereo or dual-mode operation
- Balanced inputs and outputs on 1/4" TRS and XLR
- Side Chain insert
- Classic dbx® "Auto" mode

Most compressor/gates provide less than musical compression, coupled with gating that swallows transients—or closes early, cutting off decay and reverb tails. The superb engineering in the 166XL ensures that both its compression and gating provide versatility and excellent sonic performance in situations where other compressor/gates typically produce undesirable processing artifacts.

When using the 166XL's Attack and Release controls, artists and engineers will find that the center settings deliver classic dbx compression, while the full control range produces voicings that extend from slow "leveling" to aggressive "peak" limiting. The 166XL's adaptive gate circuitry uses a completely new, program-dependent timing algorithm to produce smooth release characteristics—even with complex signals, such as voice or reverb. dbx engineers went on to take advantage of the wide dynamic range and high precision of the dbx V1 VCA to design in an extra-wide threshold range and ensure top gating performance for each application.

Separate precision LED displays for gain reduction, compression threshold and gate threshold allow quick, accurate setup, while the 166XL's intuitive operation lets users smoothly level, add sustain to guitars, squash drums or tighten up mixes. In Stereo mode, the Channel 1 controls become Master controls, and Channel 2 follows

precisely to ensure a rock solid stereo image—even with high amounts of compression, through True RMS Power Summing™. Professionals and newcomers alike will find that the 166XL sets up rapidly and musically the first time it is used, especially with the attack and release function. Advanced applications are now easy, with the 166XL's full sidechain functionality, and the ability to use either hard knee or OverEasy® compression algorithms. Add to this already impressive list of features the venerable PeakStop™ and you've got a strong finisher, every time.

The dbx 166XL processor is the result of an intensive engineering and product development effort aimed at taking advantage of the latest and best advances in manufacturing technology to deliver true dbx audio performance and reliability to our customers at the possible cost. The 166XL puts a completely new level of compressor/gate performance within everyone's reach.

*For product availability and pricing please contact your local dealer*

## Resources

### Literature

[Owner's Manual \[1.2 MB\]](#)

[Cut sheet \[372 kB\]](#)

### Specifications

dbx® Professional Products — 8760 South Sandy Parkway, Sandy, Utah 84070 — (801) 566-8800

**H A Harman International Company**

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# SonaSpray™ "fc"

## Acoustical Treatment

- Attractive Textured Finish
- High NRC Rating: .65  $\alpha$  .50"
- Light Reflective Finish
- Ideal for New Construction & Renovation

CSI 09212

(800) 444-1252

### Product Description

SonaSpray™ "fc" is a spray-applied acoustical texture designed for a wide range of project types. SonaSpray™ "fc" provides an attractive, high-performance solution to acoustical and lighting design objectives in both new construction and renovation projects. Typical installations include schools, churches, auditoriums, passenger terminals, libraries, detention facilities, cafeterias, offices, hotels and condominiums.

SonaSpray™ "fc" is available in White, Avon White and specially matched colors.

### Acoustical Performance

As tested by a NAFAP-accredited acoustical laboratory per ASTM C-423, SonaSpray™ "fc" provides an exceptionally high noise reduction coefficient (NRC). A typical installation of 1/2" thick on solid backing has an unqualified NRC of .65.

### Substrate Compatibility

SonaSpray™ "fc" conforms to any surface configuration such as panel joints, concrete "T", contoured decks, pan construction, and other complex surfaces. The high performance, adhesive bonds to virtually all construction materials including gypsum board, plaster, wood, metal and concrete. Some surfaces require stained, oil-res, wax and oxidized urethane seeping/sealing to prevent migratory staining of the SonaSpray™ "fc".

### Durability and Maintenance

The strong, resilient bond of the adhesive used to apply SonaSpray™ "fc" provides a remarkably durable surface. SonaSpray™ "fc" resists impact and abrasion, without the cracking or spalling typical to many cementitious or plaster-based systems.

In areas where a combination of a non-staining, peelable substrate SonaSpray™ "fc" and a non-scrubbable, high-solids protective clear coat is required, a high-quality clear coat can be applied acoustically post-installation.

### ASTM Standards Compliance

Flame Spread Index	5	ASTM E 84/E 723
Smoke Developed	5	ASTM E 84/E 723
Bond Strength		
SonaSpray™ "fc"	700 psi	ASTM E 736
SonaSpray™ "fc" Extra-L	900 psi	ASTM E 736
Compression Strength		
SonaSpray™ "fc"	800 psi	ASTM E 761
SonaSpray™ "fc" Extra-L	600 psi	ASTM E 761

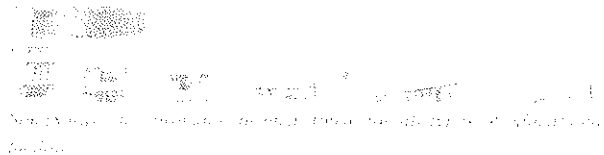


Photo courtesy of the manufacturer. The above information is for informational purposes only. For more information, please contact your local distributor.

### Technical Information

NRC Values - ASTM C-423

Thickness	1/2"	3/4"	1"	1 1/2"	2"	3"	NRC
On Solid Backing	.65	.65	.65	.65	.65	.65	.65
On Gypsum Plaster	.65	.65	.65	.65	.65	.65	.65
On Ribbed Metal Deck	.65	.65	.65	.65	.65	.65	.65





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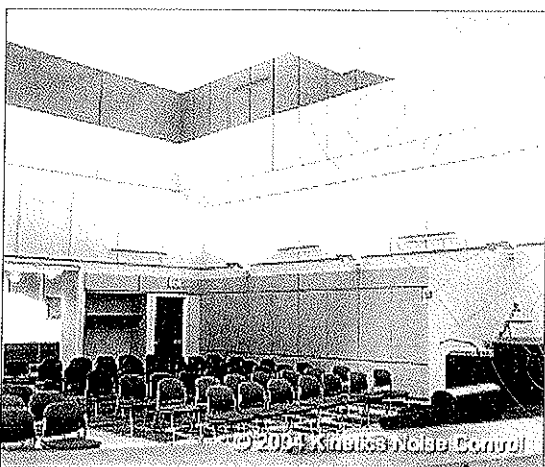
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Home > Interior Room Acoustics > HardSide Acoustical Wall Panels

## Kinetics™

### HardSide Acoustical Wall Panels



A combination of great appearance, superior acoustical performance, and design flexibility makes HardSide Acoustical Wall Panels the perfect solution for many interior reverberant noise problems.

The traditional acoustical wall panel, HardSide offers design versatility. A variety of shaped edges and panel thicknesses allow you to design for the desired appearance and acoustics. The perfect solution for many reverberant noise problems this panel offers superior performance in both wall and ceiling applications.

The core of this panel is a 5-7 PCF fiberglass board. The edges are chemically hardened for durability. Fabric facing, from the [FR 701 collection from Guilford of Maine](#) or factory-approved, customer-selected fabric, is stretched over the panel, wrapped and bonded around the edges for a crisp, finished look. Vinyl finishes are also available.

Design for panel sizes up to a maximum 4 ft. x 10 ft. or custom shaped panels with angled or contoured perimeter cuts.

#### Photo Gallery

Select the image to open a larger view in a new window.



#### Description

A versatile fiberglass acoustical wall panel wrapped in a wide selection of fabrics or vinyls. Available with hardened shaped edges. Engineered sound control with thicknesses from 1 to 4 inches and sizes up to 4 ft. x 10 ft.

#### HardSide Acoustical Wall Panels

[Specification](#)

[Data Sheet](#)

#### Fabric Selection

[Guilford of Maine FR701, Style 2100](#)

#### Installation Guidelines

[Adhesive Only](#)

[HS Clips with Adhesive](#)

[T Clips with Adhesive](#)

[DS-90 Clip](#)

[Edgemount Clip](#)

[Z-Clip](#)

[Z-Clips with Velcro](#)

[Z-Clips with Brackets](#)

[Velcro & Grip-Lock](#)

[Ceiling Panel Installation](#)

[Ceiling Panels with Butted Seams \(First Panel\)](#)

[Ceiling Panels with Butted Seams \(Middle Panel\)](#)

[Ceiling Panels with Butted Seams \(Last Panel\)](#)

[Field-Cut & Rewrap](#)

[Inside Corner Field-Cut & Rewrap](#)

[Electrical Outlet Extension Installation](#)

[Round Hole Field Cut](#)

#### Pricing and Quotations

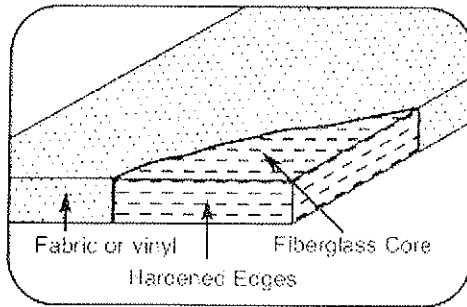
Your local Kinetics Interiors representative will assist you with pricing and quotations

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**Composition**

- 5-7 PCF density fiberglass core
- Chemically hardened edges
- Fabric faced with factory in-stock fabric by [Guilford of Maine](#), or factory-approved customer-selected material



**Acoustical Performance**

**Sound Absorption per ASTM C-423. Type A Mounting**

Frequency, Hz	125	250	500	1000	2000	4000	NRC
1" Thick Panel	0.05	0.32	0.82	1.04	1.02	1.01	0.80
2" Thick Panel	0.29	0.82	1.10	1.04	1.01	1.02	1.00
4" Thick Panel	0.61	1.05	1.11	1.11	1.08	1.04	1.10

**Fire Class Rating**

Class A per ASTM E84

**Applications**

- Interior surfaces where superior acoustical performance is required
- Conference Rooms
- Schools/Classrooms
- Auditoriums
- Media Rooms
- Multi-Purpose Rooms
- Churches
- Office Spaces
- Reception Areas
- Home Theatres
- Pro Theatres

**Edge Options**

Square



Bevel



Radius



Pencil



**Mounting**

- HardSide Impaling Clips with Adhesive
- EdgeMount Clips
- Z-Clips - movable
- Velcro - movable

See [HardSide Cloud Panels](#) for ceiling suspension.



*Certificate of Occupancy*

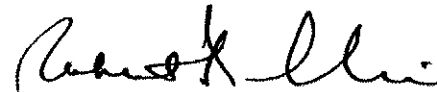
**CO Number: 104024048T022**

This certifies that the premises described herein conforms substantially to the approved plans and specifications and to the requirements of all applicable laws, rules and regulations for the uses and occupancies specified. No change of use or occupancy shall be made unless a new Certificate of Occupancy is issued. *This document or a copy shall be available for inspection at the building at all reasonable times.*

<b>A.</b>	<b>Borough:</b> Manhattan	<b>Block Number:</b> 00687	<b>Certificate Type:</b> Temporary
	<b>Address:</b> 85 10 AVENUE	<b>Lot Number(s):</b> 29	<b>Effective Date:</b> 04/18/2012
	<b>Building Identification Number (BIN):</b> 1012277		<b>Expiration Date:</b> 07/17/2012
		<b>Building Type:</b> Altered	
<i>For zoning lot metes &amp; bounds, please see BISWeb.</i>			
<b>B.</b>	<b>Construction classification:</b>	NON-COMB: 1-B	
	<b>Building Occupancy Group classification:</b>	E	
	<b>Multiple Dwelling Law Classification:</b>	None	
	<b>No. of stories:</b> 10	<b>Height in feet:</b> 176	<b>No. of dwelling units:</b> 0
<b>C.</b>	<b>Fire Protection Equipment:</b> None associated with this filing.		
<b>D.</b>	<b>Type and number of open spaces:</b> None associated with this filing.		
<b>E.</b>	<b>This Certificate is issued with the following legal limitations:</b> None		
<b>Outstanding requirements for obtaining Final Certificate of Occupancy:</b>			
There are 11 outstanding requirements. Please refer to BISWeb for further detail.			
<b>Borough Comments:</b> None			



Borough Commissioner

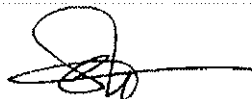


Commissioner

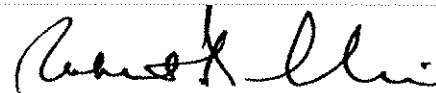
*Certificate of Occupancy*

CO Number: 104024048T022

Permissible Use and Occupancy						
All Building Code occupancy group designations are 1968 designations, except RES, COM, or PUB which are 1938 Building Code occupancy group designations.						
Floor From To	Maximum persons permitted	Live load lbs per sq. ft.	Building Code occupancy group	Dwelling or Rooming Units	Zoning use group	Description of use
CEL			F-4			BOILER ROOM AND STORAGE
CEL	200	OG	F-4		6	EATING AND DRINKING ESTABLISHMENT
CEL	22	OG	D-2		6	KITCHEN
ME Z	42	100	F-4		6	EATING AND DRINKING ESTABLISHMENT
ME Z			F-4			MANUFACTURING
001	293	100	F-4		6A	MANUFACTURING, LOADING AND RECEIVING AND AND EATING AND DRINKING ESTABLISHMENT
001	294	100	F-4		12	EATING AND DRINKING ESTABLISHMENT, EATING AND DRINKING ESTABLISHMENT WITH ENTERTAINMENT AND DANCING
001	218	100	F-4		6	EATING AND DRINKING ESTABLISHMENT
001	12		D-2		6	KITCHEN
002			F-4			MANUFACTURING AND OFFICES
003 010			F-4			MANUFACTURING ON EACH FLOOR FLOORS



Borough Commissioner



Commissioner

*Certificate of Occupancy*

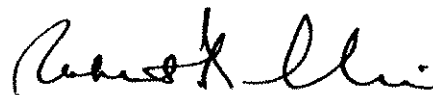
CO Number: 104024048T022

I hereby state that I have exercised a professional standard of care in certifying that the filed application is complete and in accordance with applicable laws, including the rules of the Department of Buildings, as of this date. I am aware the Commissioner will rely upon the truth and accuracy of this statement. I have notified the owner that this application has been professionally certified. If an audit or other exam discloses non-compliance, I agree to notify the owner of the remedial measures that must be taken to meet legal requirements. I further realize that any misrepresentation or falsification of facts made knowingly or negligently by me, my agents or employees, or by others with my knowledge, will render me liable for legal and disciplinary action by the Department of Buildings and other appropriate authorities, including termination of participation in the professional certification procedures at the Department of Buildings.

END OF SECTION



Borough Commissioner



Commissioner

END OF DOCUMENT

## **PUBLIC INTEREST STATEMENT**

The management of Bar Toro is of the opinion that annual gross revenues at this location will be greater than \$3 million with a potential of \$8 million after 5 years. The collection of sales taxes by New York State, New York City and the MTA at a rate of 8.875% will be substantial.

With potential budget deficits for New York State and New York City any additional tax revenue that does not come from individual taxpayers is certainly welcome.

The premises are vacant and the addition of a restaurant with many employees will be significant. With the unemployment rate greater than 8%, every increase in employment is helpful especially adding new jobs from the restaurant to this economy without even including the construction jobs that will be created by the construction of the restaurant.

The concept adopted at this Bar Toro is the same as the concept for the famous Toro in Boston; Tapas and small plates similar to those served in Barcelona restaurants in Spain.

New York City has been and will continue to be a cultural leader and food Mecca among the great cities of the world. In addition to the substantial financial benefits Bar Toro will bring to this community, the restaurant will help sustain New York's position at the forefront of modern cuisine.

Additionally, the space is zoned for restaurant and cabaret purposes.

## PINCHOS

- Aceitunas \$4**  
Marinated olives in bay leaf, orange and spices
- Almendras Marcona \$4**  
Marcona almonds
- Pan con Tomate \$4**  
Toasted bread with tomato, garlic, Spanish olive oil and sea salt (add anchovies \$1\*)
- Dátiles con Jamon \$6**  
Medjool dates filled with Marcona almonds and Cabraltes blue cheese, wrapped in Jamon Serrano
- Queso Mahon \$5**  
Marinated cow's milk cheese from Menorca
- Boquerones \$7**  
White anchovies in vinegar and olive oil
- Tuna Conserva \$5**  
Spanish tuna belly, tomato tapenade and celery leaves
- Tortilla Ensalada \* \$3**  
Egg, potato, peas and red peppers
- Mejillones Escabeche\* \$10**  
Warm marinated mussels, fennel, garlic toast
- Atun Tartare\* \$9**  
Tuna tartare with coconut milk, calamansi lime, mint, and cilantro
- Pimientos del Padron \$8**  
Hot green peppers with sea salt
- Tortilla Espanola \* \$5**  
Egg, potato and onion omelet with alioli
- Queso de Cabra \$8**  
Vermont goat cheese with pistachios and tomato honey
- Foie Gras con Rulbarbo \$9**  
Foil gras with rutabarb, bacon and thyme
- Mollejas \$9**  
Crispy sweetbreads with blood orange, fermented black beans and peanuts
- Corazon \$4**  
Smoked buffalo heart with romesco
- Uni Bocadillo\* \$7**  
Pressed uni sandwich with miso butter and pickled mustard seeds
- Paté de Cerdo \$8**  
Pork paté with pea greens and cauliflower kimchi

## TAPAS FRIAS

- Jamon Serrano Redondo Iglesias \$12**  
Premium cured Spanish ham
- Jamon de La Quercia \$12**  
Iowa raised cured ham
- Jamon Blanco \$9**  
House cured lardo with kimchee pears
- Jamon de Pato \$10**  
Cured duck ham
- Atun Crudo\* \$12**  
Yellowfin tuna with white soy, spicy cucumbers, citrus and avocado
- Ensalada Favorita \$9**  
Romaine, tahini-miso dressing, grilled croutons, radishes, carrots and mahon cheese
- Escalivada Catalana \$8**  
Smoked eggplant, onions, peppers and tomatoes with sherry vinegar and olive oil
- Hummus \$8**  
Chickpea puree with argon oil and za'atar
- Ostras en Escabeche\* \$12**  
Marinated oysters with grains of paradise, lovage and citrus



# TORO

6.16.12

**FOR TWO**  
**(Please Allow 30 Minutes)**

- Lubina a la Sal \$26**  
Salt crusted Mediterranean Bass with fresh herbs
- Valenciana Paella \$38 whole! \$20 half**  
Shrimp, mussels, clams, chorizo, chicken, and Calasparra rice
- Vegetariana Paella \$28 whole! \$15 half**  
Calasparra rice with radishes, asparagus, pea tendrils and cauliflower

\*these items are prepared any style. Consuming raw or undercooked meats, poultry, seafood, shellfish or eggs may increase your risk of food borne illness. Before placing your order, please inform your server if any person in your party has a food allergy.

Allergy/Vegetarian menus available upon request  
A 20% gratuity will be added to parties of 6 or more

Chef Owners: Ken Oringer & Jamie Bissomette, Sous Chef: Mike Smith

## TAPAS CALIENTES

- Gambas al Ajillo \$12**  
Grilled garlic shrimp with cascabel chilies
- Maiz Asado con Alioli y Queso Cotija \* \$8**  
La Especialidad de la Casa. Grilled corn with alioli, lime, espelette pepper and aged cheese
- Espargagos y Huevo \$13**  
Plancha seared asparagus with pickled ramps, marcona almonds and Brambly Farm egg
- Panza de Cerdo \$14**  
Crispy pork belly with little neck clams, smoked potatoes & celery oyster crackers
- Suquet de Mariscos \$16**  
Catalan stew of sea urchin, lobster, crab, manilla clams, sunchokes and romesco
- Lengua con Lentejas y Salsa Verde \$11**  
Smoked buffalo tongue with lentils and salsa verde
- Saichichon a la Parrilla \$14**  
Grilled Thai sausage with roasted corn and Nuoc Cham
- Navajas a la Plancha \$15**  
Seared razor clams with garlic, lemon and piquillo peppers
- Rabanos a la Plancha \$10**  
Seared radishes with nasturtium butter and fried shallots
- Anna's Empanadas\* \$10**  
Chicken and potato empanadas with salsa roja and alioli
- Croquetas de Bacalao\* \$11**  
Salt cod fritters with lemon rings and alioli
- Pato con Membrillo \$8**  
Smoked duck drumettes with quince glaze
- Coliflor a la Plancha \$9**  
Cauliflower with pine nuts, golden raisins and pimenton de la vera
- Hamburguesas\* \$12**  
Grass fed mini burgers with smoked tomato, alioli and pickled red onion
- Patatas Bravas\* \$7**  
Fried potatoes with alioli and spicy tomato sauce
- Filete a la Plancha\* 16**  
Meyer hanger steak with foie gras, mushrooms, green garlic and edamame
- Asado de Huesos \$10**  
Roasted bone marrow with radish citrus salad and oxtail marmalade
- Costilla de Buey \$15**  
Kabayaki glazed beef short ribs with chilled farro, cucumbers, radish and hazelnuts